MAJIC
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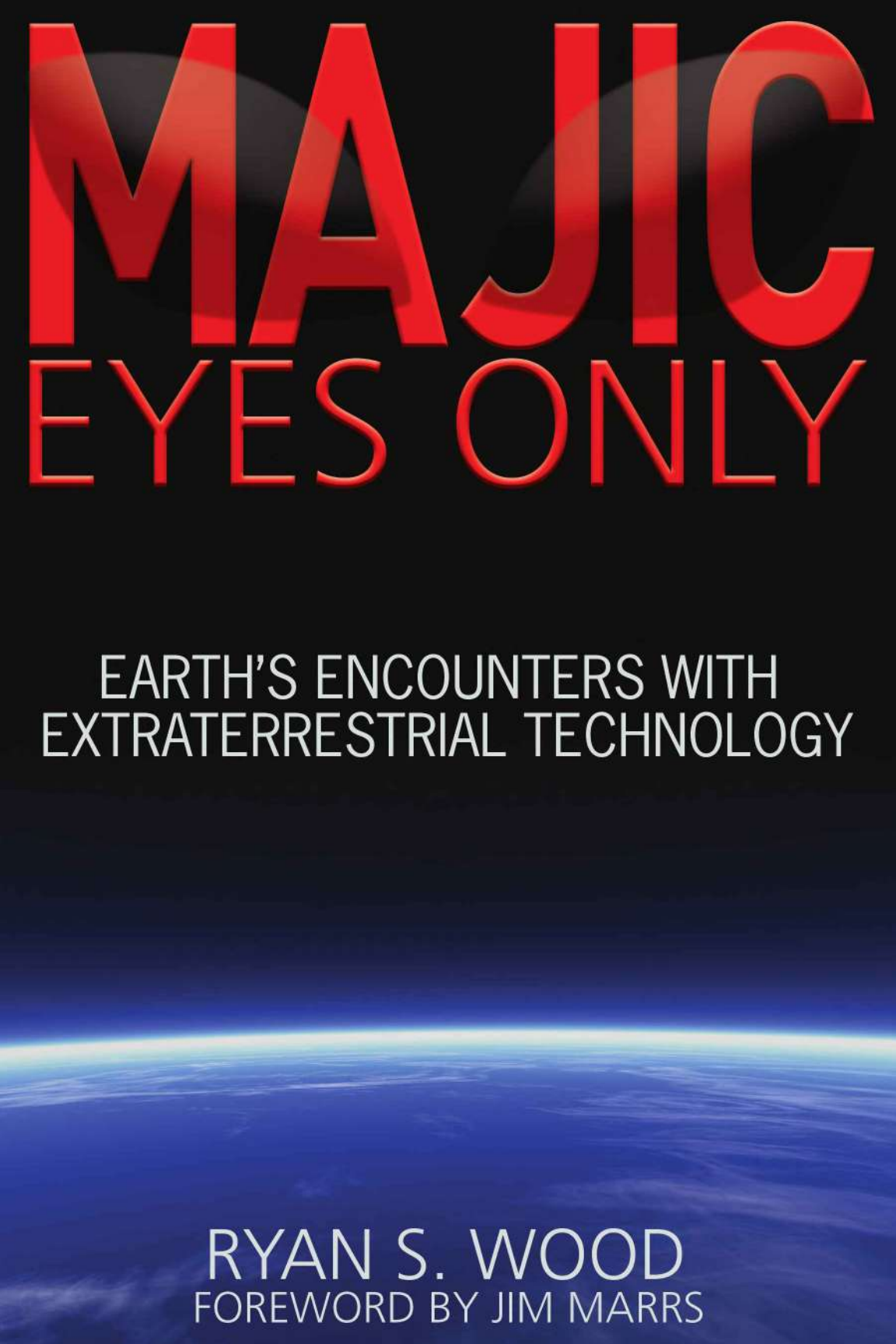
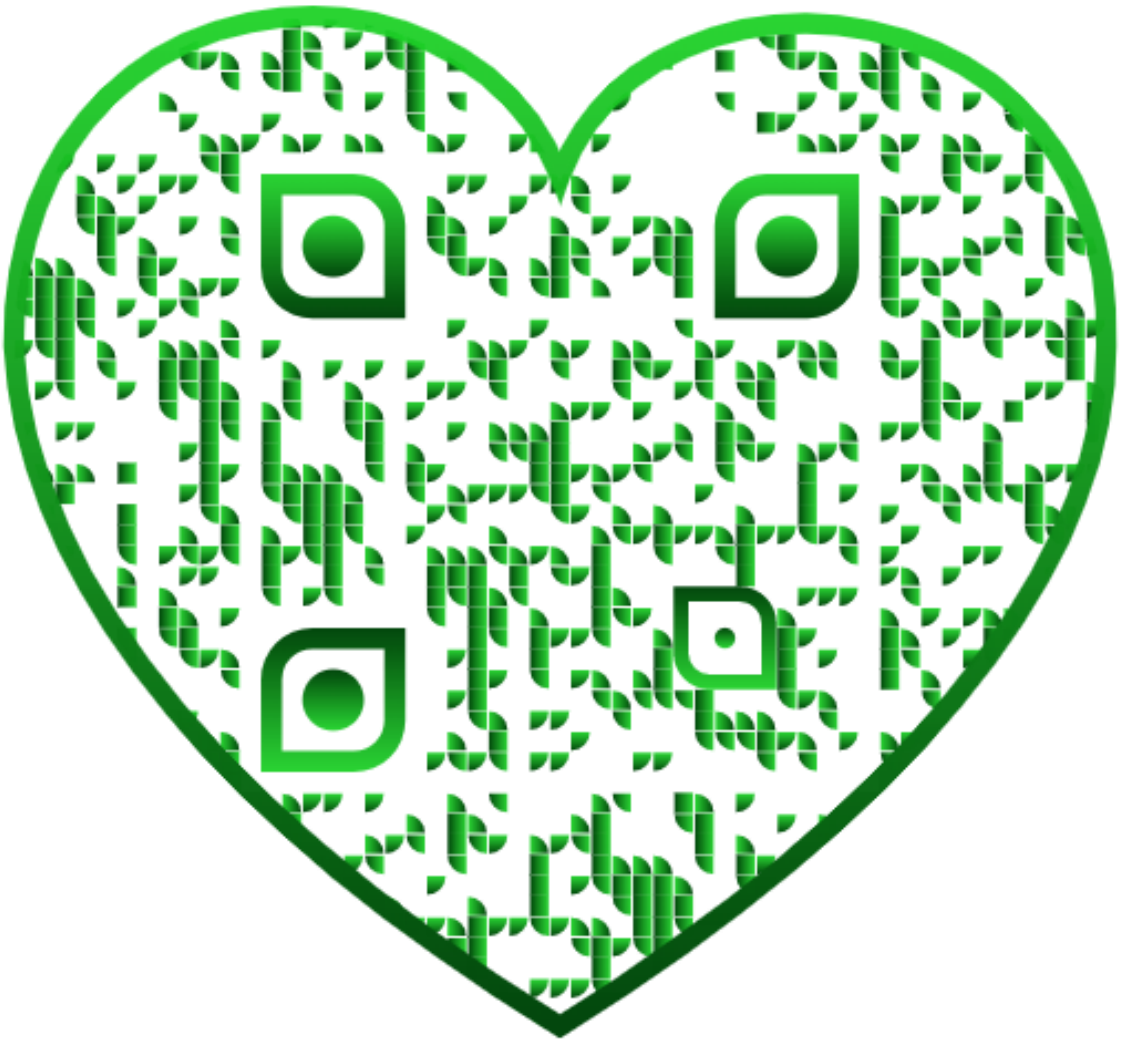
EARTH'S ENCOUNTERS WITH EXTRATERRESTRIAL TECHNOLOGY



RYAN S. WOOD
FOREWORD BY JIM MARRS



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RYAN S. WOOD

WOOD ENTERPRISES, 2005

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This notation is a replica of the security warning page from the April 1954 Special Operations Manual titled *Extraterrestrial Entities And Technology, Recovery and Disposal.*

CONTENTS

PREFACE i
FOREWORD iii
INTRODUCTION 1
AURORA, TEXAS, USA, APRIL 1897 24
STAVROPOL, RUSSIA, LATE 19TH CENTURY 33
CAPE GIRARDEAU, MISSOURI, USA, 1941 34
CAROLINAS, USA, OCTOBER 1941 44
"NORTH OF GEORGIA," USA, 1942 45
LOS ANGELES AIR RAID, CALIFORNIA, USA, FEBRUARY 25, 1942 46
ENGLAND, WORLD WAR TWO 49
SAN ANTONIO, NEW MEXICO, USA, 1945 52
ARKANSAS, NOVEMBER 1946 58
PAPAGOS INDIAN RESERVATION, ARIZONA, JANUARY 1947 60
NOGAL CANYON, NEW MEXICO, USA, MAY 1947 61
MAURY ISLAND, WASHINGTON STATE, USA, JUNE 21, 1947 65
PLAINS OF SAN AGUSTIN, NEW MEXICO, USA, JULY 1947 68
ROSWELL, NEW MEXICO, USA, JULY 1947 70
KIEV, UKRAINE, SUMMER 1947 79
PARADISE VALLEY, ARIZONA, USA, OCTOBER 1947 80
GUADELOUPE, MEXICO, OCTOBER 1947 81
AZTEC, NEW MEXICO, USA, MARCH 1948 83
HEBGEN LAKE, MONTANA, USA, 9 AUGUST 1949 93
SIERRA MADRE, MEXICO, LATE 1940s 94
DEL RIO, TEXAS, DECEMBER 1950 95
EDWARDS AIR FORCE BASE, CALIFORNIA, 1952 98
SAN MIGUEL COUNTY, NEW MEXICO, USA, SPRING 1952 99
SPITSBERGEN, NORWAY, EARLY 1952 102
SILVER SPRING, MARYLAND, USA, JULY 1952 105
BRAXTON COUNTY, WEST VIRGINIA, SEPTEMBER 1952 107
NEW MEXICO, USA, 1953 110
KINGMAN, ARIZONA, USA, MAY 1953 111
DESERT RANGE EXPERIMENTAL STATION,
MILLARD COUNTY, UTAH, 1953 115
FORT POLK, LOUISIANA, USA, SUMMER 1953 117
NEW MEXICO, USA, APRIL 1954 118
THE LAGARFLJOT AND JOKULA RIVERS, ICELAND, AUGUST 1954 119
UBATUBA, BRAZIL, SEPTEMBER 1957 121
CLOVIS, NEW MEXICO, USA, JULY OR AUGUST, 1957 OR 1958 123
SALISBURY, AUSTRALIA, 1958–1959 124
WICHITA FALLS, TEXAS, SEPTEMBER 1960 126

LAS VEGAS, USA, APRIL 1962 128
NEW MEXICO, USA, 1962 131
TIMMENDORFER, GERMANY 1962 132
SANTA ROSA, NEW MEXICO, USA, SPRING OR WINTER 1963 133
CHARLTON, ENGLAND, JULY 1963 135
PENKRIDGE, ENGLAND, FEBRUARY OR MARCH 1964 140
WALTHAMSTOW, ENGLAND, APRIL 1964 146
CAMBRIDGESHIRE, ENGLAND, JANUARY 1965 149
REPUBLIC OF THE CONGO, OCTOBER 1965 151
KECKSBURG, PENNSYLVANIA, USA, DECEMBER 1965 152
LLANDEGLA, WALES, DECEMBER 1965 161
SHAG HARBOR, CANADA, OCTOBER 1967 162
INDIANTOWN GAP, PENNSYLVANIA, WINTER, 1969 171
St. GENIEZ, FRANCE, MARCH 1972 172
HAWAII, USA, JUNE 1973 173
BERWYN MOUNTAINS, NORTH WALES, JANUARY 1974 174
CHIHUAHUA, MEXICO, AUGUST 1974 177
SOUTH AUSTRALIA-WESTERN AUSTRALIA BORDER, 1977 183
HAMPSHIRE, ENGLAND, 1977 184
PERU, 1977 187
SIERRA MADRE, MEXICO, AUGUST 1977 188
McGUIRE AIR FORCE BASE, NEW JERSEY, USA, JANUARY 1978 189
TAIRE MOUNTAIN, BOLIVIA, MAY 1978 193
OREGON, USA, JUNE 1979 197
SANTA CRUZ, BOLIVIA, AUGUST 1979 198
MODESTO, CALIFORNIA, SEPTEMBER 1979 200
RENDLESHAM FOREST, SUFFOLK, ENGLAND, DECEMBER 1980 201
EL YUNQUE RAIN FOREST, PUERTO RICO, 1984 203
VICTOR HARBOR, AUSTRALIA, MAY 1986 204
WESTERN KENTUCKY, MARCH 1987 206
DALNEGORSK, FORMER SOVIET UNION, 1988 207
CHEADLE, STAFFORDSHIRE, ENGLAND, JULY 1991 210
SOUTHAVEN PARK, LONG ISLAND, USA, NOVEMBER 1992 211
BOSCOMBE DOWN, ENGLAND, SEPTEMBER 1994 212
HEPTON HILL, COTSWOLDS, ENGLAND, OCTOBER 1994 215
VARGINHA, BRAZIL, JANUARY 1996 216
EASTERN SOMALILAND, JANUARY 1996 223
ISLE OF LEWIS, SCOTLAND, OCTOBER 1996 224
THE SEARCH FOR EXTRATERRESTRIAL INTELLIGENCE:
UFOs & NATIONAL SECURITY 226
AFTERWORD 244
APPENDIX 255
INDEX 296

PREFACE

This historic book is the most complete public inventory to date of human encounters with nonhuman technology fallen to earth. Future readers will understand what officials today do not admit: humankind is not the only marvelous mind in the Milky Way.

It is fascinating to seek the truth of this astonishing claim. It is also difficult. The phenomena themselves are rare, and often authorities ridicule the facts and impede research. In *The Structure of Scientific Revolutions*, Thomas Kuhn describes how "normal science often suppresses fundamental novelties," and conventional research is often "a strenuous and devoted attempt to force nature into the conceptual boxes... ."[1]

How much more this must be true when new data—rarified but compelling evidence—violates not only academic dogma but also subverts political, economic and moral assumptions. If these anomalous data are true, the earth is not ours alone.

This is not a unique claim. After all, if most religious believers believe what they say, this is the message they profess. But very few take it seriously. Yet it may be easier to accept the spiritual intangibles, which culture accepts, than to acknowledge the surprising, unorthodox tangibles that culture rejects. While less than divine, perhaps other intelligent life has touched our planet.

How ridiculous! So say the keepers of convention. They give little time to uncomfortable facts and numerous case histories; they ignore or belittle the evidence.

Ryan Wood has paid close attention to the evidence. In partnership with his father, accomplished aerospace physicist Dr. Robert Wood, Ryan has worked with clarity and persistence to tell us what we must consider in the next phase of human development. For good or for ill, other minds in the galaxy have come to visit.

Will this change one's route to work or lower one's household bills? Not today. Yet what if possibilities in a wider community would realign power on earth? And beyond escapist speculation, what if this encounter with new technology and culture requires a new level of responsibility and human maturity? This might be difficult.

As you read Ryan Wood's summary of cases where visitors have faltered to earth, allow yourself to draw your own conclusions. Ask yourself three questions:

1) Do you think human science and culture are the highest possible in the universe?

2) Do you think trillions of ancient stars—whose far planets are just now be-

ing found by science—can grow no civilization with the cleverness and desire to launch voyages of discovery, acquisition, enlightenment and sometimes error?

3) Do you think governments tell all the truth all the time and allow such truths to loosen their grip on authority and undermine their assertions of reality?

You can hone your thoughts about these questions against the reports by competent persons of evidence that nonhuman craft have come to earth—some now in possession of institutions. Consider the motives of such institutions faced with the hints of vast technologies and the dilemma of uncertain intentions.

Ask yourself finally: What is next for our beautiful planet and the emerging human mind?

John S. Hale
Shepherdstown, West Virginia
July, 2005

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[1] *The Structure of Scientific Revolutions*, Thomas S. Kuhn, University of Chicago Press, 1996 (3rd edition).

FOREWORD

"Do Flying Saucers come from Mars or Venus?"

This was the burning question in the 1950s, at least for those who were paying close attention to the "flaps" over spherical discs reported in the skies across America.

By the 1960s and 70s, we had become more sophisticated. The question became, "Do UFOs come from Alpha Centauri or Zeta Reticula 4?"

Now, early in the 21st century, we are even more sophisticated. The question has now become, "Do UFOs come from another galaxy or another dimension or even another time period?"

The answer to all of these questions appears to be "Yes". Perhaps all of the above is true as well as some other sources we haven't even imagined as yet.

Due to the government's policy of denial and ridicule imposed on the American public since at least the time of World War II, few people and even fewer credible scientists have been willing to make a serious study of the ubiquitous UFOs.

In fact, for many years, many people, including this writer, gave serious consideration to the claim that UFOs did not exist at all, that they were simply hallucinations or perhaps some mass psychosis. Of course, if UFO sightings represented some heretofore undiagnosed and contagious mass psychosis, that certainly should have qualified as a big news story and the object of intense scientific scrutiny.

But this did not happen since, with the advent of the personal camcorder, hardly a day passes without someone somewhere in the world taking clear video of UFOs. And we all know that you cannot take a photograph or video of a hallucination.

Lt. Gen. Nathan F. Twining of the U. S. Air Material Command summed it all up as far back as September, 1947, when he wrote, "The phenomenon reported [UFOs] is something real and not something visionary or fictitious."

Between 1947 and today, the list of official and credible sources speaking to the reality of UFOs has grown weighty. Astronomer Dr. J. Allen Hynek, one of the first scientists used as a government-sponsored debunker, came to understand that he was dealing with something out of this world. "Those who still hold that the entire subject of UFOs is nonsense will be sorely challenged if they have the courage to take an honest look..." he wrote.

Astronauts Gordon Cooper and Brian O'Leary have publicly told of UFO experiences, while Dr. Edgar Mitchell, the sixth man to walk on the moon, has even stated that some of our current technology has been gained from reverse-engineered extraterrestrial craft and artifacts.

Even presidents have weighed in on the subject. "One thing's for sure," stated President Jimmy Carter, who spoke openly about his own UFO experience, "I'll

never make fun of people who say they've seen unidentified flying objects in the sky."

After decades of public conditioning through books, periodicals, movies and TV shows following the path of *Star Trek* and *Star Wars*, current national polls indicate that those who do not believe in life outside this Earth are significantly dwindling. Most polls indicate that more than 80 percent of the U.S. population now believes there is life outside our planet.

Most people, however, still hesitate to confront the UFO issue head on, largely due to the fact that the corporate mass media steadfastly refuses to present UFOs as a serious issue. And we all know that if the network and cable talking heads are not addressing a subject, it must not exist.

One person who has been talking about it for several years now is Ryan Wood. Ryan, along with his father Dr. Robert M. Wood, has done significant work in recent years by acquiring, analyzing and verifying the infamous Majestic 12 documents leaked to the public over a lengthy period of time. This collection of controversial secret government documents outlines the carefully constructed effort to not only seize and sequester grounded UFOs but also to deny their very existence while inciting ridicule against anyone who would claim otherwise.

With the publication of this work, *Majic Eyes Only*, Ryan has done a valuable service to all UFO researchers by cataloging and presenting the extraordinarily large number of reported UFO crashes and their retrievals.

Ryan himself admits that some, perhaps many, of these reports are thinly supported by the evidence. But if even half of the more than 74 cases addressed by Ryan Wood are genuine, this represents an incredible number of opportunities for the U.S. Government to possess, study and duplicate UFO technology.

UFO literature is rife with accounts of UFO experiences which point to secret government test craft. From the many sightings over Area 51 in Nevada to the well-documented Cash-Landrum case near Houston, Texas, in which a large floating globe was seen escorted by military helicopters, it seems clear that secret work on UFOs continues within hidden and secure government facilities.

Yet, secret government test craft does not explain all UFO reports, such as the 1897 crash of a large, silver cigar-shaped object in Aurora, Texas, a story well covered in the Dallas and Fort Worth newspapers. This craft was sighted over most of the western United States by thousands of citizens—and this was six years before the Wright brothers first flew at Kitty Hawk, NC.

It should be noted that none of America's most prestigious newspapers carried any notice of the Wright brothers' achievement for almost two years after the fact because their "experts" assured the editors that man could not fly.

Many questions remain in the UFO controversy. Scientists ask how interstellar pilots could survive a trip of hundreds of years while cutting-edge physicists offer speculation of deep space "worm holes" and the use of zero point energy.

Addressing the notion that the famous Roswell crash was precipitated by lightning, others argue that no species would build a spacecraft that would be sus-

ceptible to mere lightning bolts. On the other hand, some researchers can clearly see that unexpected energy such as a lightning storm might well disrupt a flight propulsion system based on electromagnetic energy, particularly if the craft came from a world that has no lightning.

Supporters of the Search for Extraterrestrial Intelligence (SETI) program claim that since their radio messages have not clearly been answered, there must be little or no life in the universe. Critics counter that any civilization advanced enough to develop interstellar space travel would be too advanced to notice crude radio signals which are almost obsolete in Earth technology. Still others ask whether any one of us could recognize, much less translate, Morse Code signals directed at our homes.

The universe is vast and humankind has barely cracked open the door on all of its wonders.

For now, we could not do any better than to study the following accounts of UFO crash retrievals and ponder what a reality that includes diverse intelligent life outside of our planet might mean for us and future generations.

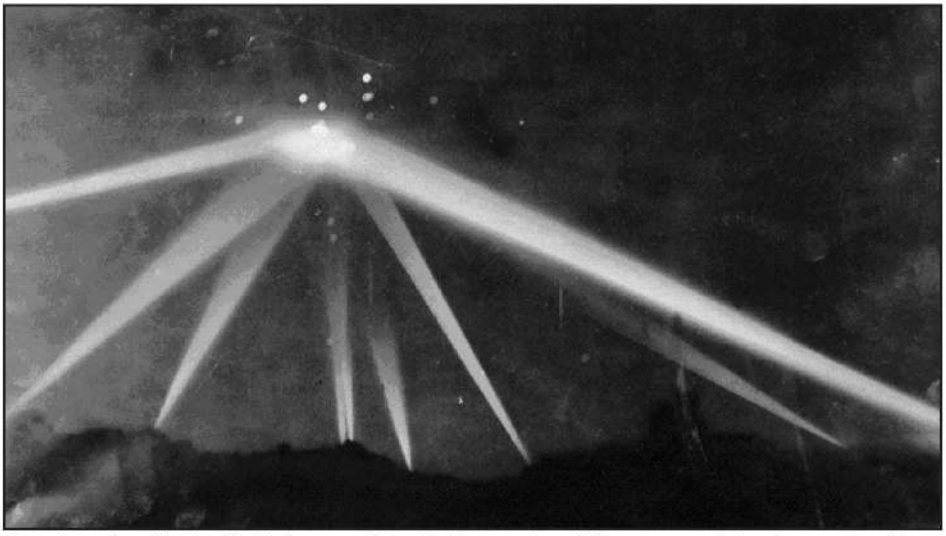
Jim Marrs
Springtown, Texas
August, 2005

INTRODUCTION

There are all sorts of UFO stories—lights in the sky, daylight discs, landed craft, alien abductions and crashed UFOs. All these are worthy of rigorous study. However, the focus of this book is on the nuts and bolts of the matter, the evidence for crashed UFOs. I choose this because it directly addresses the essential public relations problem of ufology: without clear physical evidence in the form of crashed extraterrestrial hardware or alien bodies, there is little progress in fully exposing the Cosmic Watergate.

At the heart of this book is the notion that Unidentified Flying Objects—UFOs—have crashed to earth for a variety of reasons and that selected military and world governments have taken a keen interest in capturing, retrieving and exploiting these "celestial gifts," as General George C. Marshall called them in a 1942 memo. Why such advanced extraterrestrial craft would travel so far—presumably across our galaxy—only to foul up so badly as to crash on planet earth is a reasonable question. There is no definitive answer to this question, only speculation as to why UFOs sometimes crash. Yet this book provides data that there have been at least seventy-four UFO crashes, and it is data that cannot be ignored or dismissed. Certainly, the cases in this book vary in quality and detail. Some are astonishing, and serious readers can proceed from these summaries to detailed accounts in the sources cited. These cases are much more substantial than popular opinion leads us to believe. Other cases have uncertain merit, where witnesses, documents, overall quality, length, sophistication and believability may be lost to time or simply mistaken. Some, however, give tantalizing hints—part of the larger pattern that this book unveils—where research may discover further proof that extraterrestrials and their vehicles have been crashing to earth.

So why might UFOs crash to earth? The simplest thought is that highly advanced civilizations are not perfect, and accidents occur during perilous flights—just as human spaceflight suffers accidents and crashes. Generally accepted theories in the UFO literature include that large lighting strikes are a form of powerful raw energy that could overwhelm the sensitive instrumentation and navigation technology of the extraterrestrial (ET) craft. The primary case of this type is the famous Roswell crash (in fact, multiple crashes) in the middle of one of New Mexico's ferocious desert lightning storms. Or perhaps our early development and deployment of high-power radar, particularly in New Mexico (where we developed guided missiles and atomic bombs), could have interfered with normal craft operations. Nor can we rule out man's deliberate attempts to shoot them down using proximity-fuse antiaircraft shells that were innovated to devastating effect in World War II, and later guided surface-to-air missiles (SAMs), even conceivably with tactical nuclear warheads.[1] Beyond this, the idea of deliberate



Los Angeles Air Raid, February 25, 1942, reprinted from an original negative from the Los Angles Times.

"seeding" of super-advanced technology on emerging "kindergarten" planet earth cannot be ruled out. Nor the uber-logic of cybernetic alien biological entities willing to explore the cosmos irrespective of their life, costs or consequences.

In fact, the anti-aircraft shell scenario seems to have been at work during the event referred to as the "Los Angeles Air Raid." At about 2:25 a.m. on February 25, 1942 air raid sirens awoke thousands throughout Los Angeles, who for nearly an hour observed the 37th Coast Artillery Brigade fire antiaircraft guns at a large unknown aerial object suspended in the beams of searchlights. This event was so spectacular that it appeared on the front page of the *Los Angeles Times*.[2]

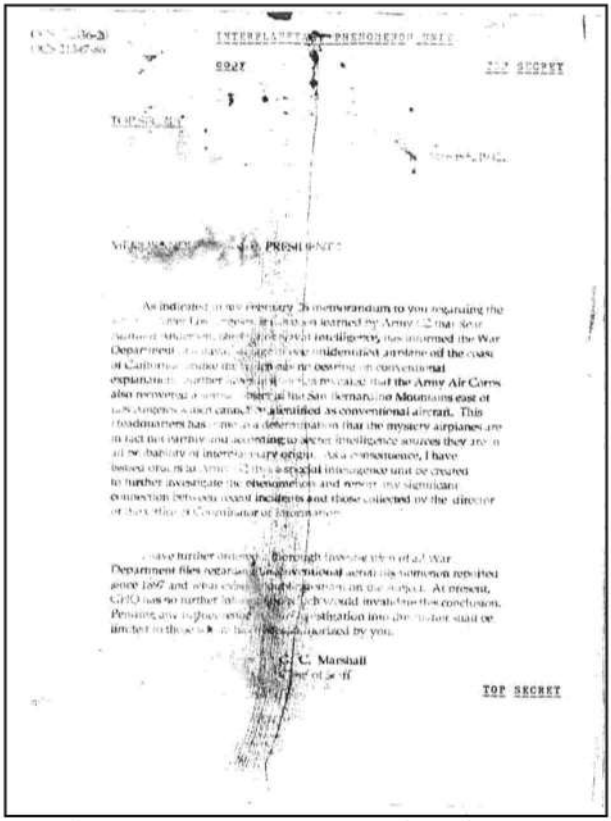
In the aftermath, we now have a leaked photocopy of a document mailed to researchers postmarked Sacramento, California, with a return address of the police Officers Association. The contents are dated March 5, 1942, in which General George C. Marshall, then chief of staff of the armed forces, writes a Top Secret Memorandum to President Roosevelt stating:

> As indicated in my February 26 memorandum to you regarding the air raid over Los Angeles, it has been learned by Army G-2 that Rear Admiral Anderson, Director of Naval Intelligence, has informed the War Department of a naval salvage of one unidentified airplane off the coast of California [that], unlike the raid, has no bearing on conventional explanation. Further investigation has revealed that the Army Air Corps also recovered a similar object in the San Bernardino Mountains east of Los Angeles, which cannot be identified as conventional aircraft. This Headquarters has come to a determination that the mystery airplanes are in fact not earthly and according to secret intelligence sources they are in all probability of interplanetary origin. As a consequence, I have issued orders to Army G2 that a special intelligence unit

be created to further investigate the phenomenon and report any significant connection between recent incidents and those collected by the director of the Office of Coordinator of Information.[3]

I have further ordered a thorough investigation of all War Department files regarding unconventional aerial phenomenon reported since 1897 and what exists in public domain on the subject. At present, GHQ has no further information, which would invalidate this conclusion.[4] Pending any further notification, investigation into this matter shall be limited to those who have been authorized by you.

The memo states not only that multiple craft were recovered five years before the now-famous Roswell incident but cites "unconventional aerial phenomenon reported since 1897." This date is unexpected. It was not until 1972, thirty years after the Marshall memo, that research by distinguished journalist and author Jim Marrs began to lay out the true dimensions of the crash reported in the small community of Aurora, Texas on April 17, 1897. That is the first case presented in this book.



March 1942 Top Secret memorandum from General Marshall to President Roosevelt concerning the Los Angeles "air raid" and later UFO recoveries, leading to formation of a top secret UFO intelligence unit.

Marshall's memo in question is shown at left. From a questioned document perspective, other hallmarks of authenticity should also be mentioned—the unique Office of Chief of Staff (OCS) file numbers in the upper-left corner, including numerical reference to another document known to be authentic and released through official channels about the Los Angeles Air Raid—just two weeks before this OCS file numbering system changed to the War Department numbering system. The line spacing, typeface, carbon-paper

smear and formatting are all consistent with Marshall's correspondence of the era.

This is an inflection point in history and begins the process of creating one of the most secret enterprises the world has ever seen—including the Interplanetary Phenomenon Unit (IPU).

It is important to note that the IPU is not speculation. On September 25, 1980, the Army's director of counterintelligence replied to veteran UFO researcher Richard Hall's Freedom of Information Act (FOIA) request. In a moment of candor, the reply stated "the Interplanetary Phenomenon Unit of the Scientific and Technical Branch, Counterintelligence Directorate, DA [Department of the Army] was disestablished during the late 1950's... . All records pertaining to this unit were surrendered to the U.S. Air Force Office of Special Investigations... ." Later in 1984—in the odd manner that rare UFO admissions can lead to retractions and stonewalling—a new director of counterintelligence replied to another researcher that the IPU "was never a "unit" in the formal military sense ... and may not even have had any formal records at all." Then again, on April 9, 1990, in reply to yet another researcher's FOIA request (regarding the 'no-records' from this 'non-unit'), the Army Intelligence and Security Command at Fort George G. Meade, MD, revived the first story: regarding "the Interplanetary Phenomenon Unit, Scientific and Technical Branch, Counterintelligence Directorate, Department of the Army ...records pertaining to the unit were surrendered to the U.S. Air Force Office of Special Investigations in conjunction with Operation 'Bluebook'."[5]

We can say this: General Marshall's call for a new intelligence unit to investigate craft of probable interplanetary origin was followed by creation of just such a unit. The issue of whether IPU was a unit in the military sense can be further assessed from two leaked documents from 1947. First, in Top Secret Field Order # 0862 transmitted on July 4, 1947 from IPU headquarters, the Assistant Chief of Staff for Intelligence ordered a team (specified as an Officer-in-Charge, Non-commissioned-Officer-in-Charge, Aeronautical engineer, Scientist, Security and Medical Doctor) to depart Andrews Army Airfield (AAF) outside Washington, DC to Condron AAF near White Sands, NM.[6] The IPU team was ordered to report directly to the War Department G-2, head of intelligence; coordinate with the head of 4th Army Counter Intelligence Corps; "make any inquiry ... cleared for 'need to know.'"; then return to Washington from Alamogordo, NM, and make a final report by July 28. Such a report appeared on July 22, 1947, marked "Top Secret Ultra" under the authority of Assistant Chief of Staff for Intelligence, Gen. Stephen J. Chamberlin. The report (full document in the Appendix), is titled "INTERPLANETARY PHENOMENON UNIT SUMMARY: INTELLIGENCE ASSESSMENT." In 1960, according to markings on the report, it was re-affirmed as top secret by Lt. Gen. John A. Samford, Director of the National Security Agency (NSA) and Allen Dulles, Director of CIA, and was kept in the files of the Joint Chiefs of Staff. Some of the security markings are blacked out, but on the cover in

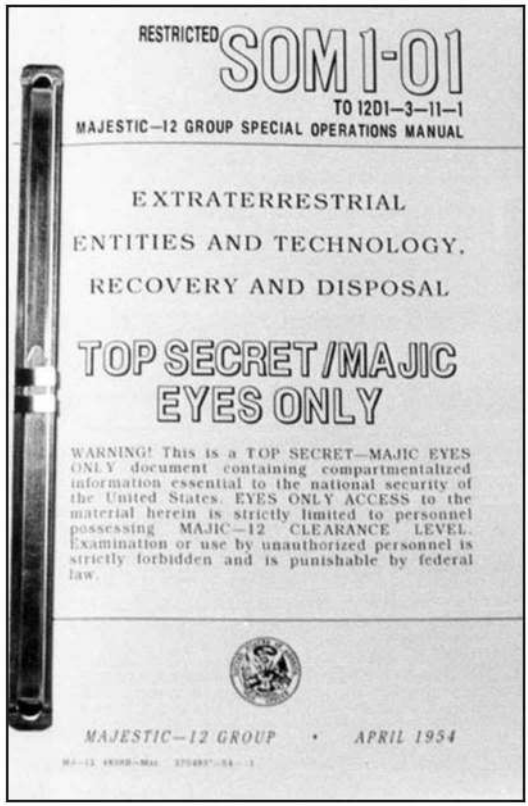
large letters is stamped "MAJIC." The report cites a stellar list of officials and scientists of the day, including Secretary of Defense James Forrestal, Army Air Force Chief of Staff Gen. Carl Spaatz, Gen. Dwight Eisehhower, Gen. Hoyt Vandenberg, Lt. Gen. Nathan Twining, Dr. J. Robert Oppenheimer, Dr. Detlev Bronk—as well as Wernher Von Braun, one of the German scientists smuggled by American intelligence into the United States after World War II under "Project Paperclip" to co-opt Nazi science and keep it from the Soviets.[7] It is worth noting here that in 1998, UFO researcher Tim Cooper received a reply to his FOIA request for Paperclip information from the CIA. Included was a 12 Apr 1949 Paperclip-related document from Adm. Hillenkoeter, then Director of Central Intelligence, to the Director of the Joint Intelligence Objectives Agency—with file distribution annotated in the lower corner: "CIA Top Secret MJ-12." (MJ, MJ-12, MAJIC, MAJESTIC, MAJCOM, MAJSEC, MAJESTIC-12/33 and MAJIC EYES ONLY are among the references and markings in leaked UFO documents.) What we do know is that the IPU existed.

In turn, the leaked IPU intelligence assessment, later stamped MAJIC, unveils startling contents.[8] Near midnight on July 3, 1947, radar units in Texas and White Sands "tracked two unidentified craft until they dropped off radar" on July 4. Radar officers from the Signal Corps Engineering Laboratories verified that Station "A," which was preparing to track a V-2 rocket launch, had been "tracking these objects on-and-off since June 29"—along with at least six other radars, including ones at Alamogordo AAF and Kirtland AAF. Following radar tracks, the objects were found at two crash sites near the White Sands Proving Grounds: landing zone LZ-1 on a ranch near the town of Corona about 75 miles northwest of Roswell; and LZ-2 southeast of the town of Socorro, west of Oscura Peak and very near the Trinity test site of the first atomic bomb. While early reports speculated that debris came from a top secret MOGUL balloon project, the report states, "When scientists from the Los Alamos Scientific Laboratory arrived to inspect LZ-2, it became apparent to all concerned that what had crashed in the desert was something out of this world." After a "special radiobiological team ... and security detail" from the nearby Armed Forces Special Weapons Project instituted "stringent security measures," investigators recovered wreckage and, reportedly, five alien bodies. A few recovery personnel suffered "nervous breakdowns," and "ground personnel from Sandia experienced some form of contamination resulting in the deaths of 3 technicians" and another taken to the hospital. (A later document—Annex A of the 1952 first annual report, classified Top Secret Majic—states that all four technicians died from seizures and profuse bleeding, despite wearing protective suits, after contacting the occupants' body fluids. Tissue samples were later kept at Ft. Detrick, MD.) Unauthorized civilian witnesses "were detained under the McNabb law ... and warned of the consequences of talking to the press."[9] The report concluded:

"Our assessment of this investigation rests on two assumptions: 1) Either this

discovery was an elaborate and well orchestrated hoax (maybe by the Russians), or; 2) Our country has played host to beings from another planet."

The risks and challenges of such a recovery would certainly call for dedicated staff and careful procedures. The risk of contamination alone, as cited above, is terrifying. Reason dictates that formal methods for such recoveries would be developed and documented. This is the backdrop for the roll of undeveloped Tri-X film that appeared in aviation writer and UFO researcher Don Berliner's mailbox on March 4, 1994. Perhaps Berliner was selected to receive this film because the year before, at the 1993 Mutual UFO Network International Symposium in Richmond Virginia, he spoke on "A Hypothetical Plan for Crash / Retrieval" and invited feedback from anyone who might have direct knowledge.[10] The film was mailed from a small grocery and pharmacy chain in La Crosse, WI, owned by the Quillin brothers. When the film was developed it revealed a document of great relevance to UFO crashes and military retrievals. "Majestic 12 Group Special Operations Manual—EXTRATERRESTRIAL ENTITIES AND TECHNOLOGY, RECOVERY AND DISPOSAL." (The manual's cover is shown on this page with the complete text in the appendix.)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MAJESTIC—12 GROUP SPECIAL OPERATIONS MANUAL

EXTRATERRESTRIAL

ENTITIES AND TECHNOLOGY,

RECOVERY AND DISPOSAL

TOP SECRET/MAJIC

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Cover of the Top Secret / Majic Eyes Only manual for UFO recovery.

Placing this manual in an historical context, creation of the Interplanetary Phenomenon Unit (IPU) by President Roosevelt and Gen. Marshall was followed by further research interest at the end of World War II. This is indicated in a leaked memo from February 1944 (marked "DOUBLE TOP SECRET"—a highly unusual but known usage for topics well beyond normal security) by President Roosevelt to the "THE SPECIAL COMMITTEE ON NON-TERRESTRIAL SCIENCE AND TECHNOLOGY." Addressing matters raised by Dr. Vannevar Bush, America's chief defense scientist, and Professor Albert Einstein, the President writes:

> It is my personal judgment that, when the war is won, and peace is once again restored, there will come a time when surplus funds may be available to pursue a program devoted to understanding non-terrestrial science and its technology which is still greatly undiscovered. ... I appreciate the effort and time spent in producing valuable insights into the proposal to find ways of advancing our technology and national progress and in coming to grips with the reality that our planet is not the only one harboring intelligent life in the universe.[11]

That this came to fruition is consistent with a further leaked document titled "BRIEFING DOCUMENT: OPERATION MAJESTIC 12—PREPARED FOR PRESIDENT-ELECT DWIGHT D. EISENHOWER: (EYES ONLY), 18 NOVEMBER, 1952" telling about President Truman's establishment of a top secret research and intelligence operation, prompted by the dramatic events of 1947. Subsequent Majestic-related activities are described in the "SOM1-01 MAJESTIC-12 GROUP SPECIAL OPERATIONS MANUAL."

The SOM1-01 manual introduces personnel of "Majestic-12 units" to the history and purpose of the operation; describes "UFOBS"[12] (UFOBS equals UFObjects) and extraterrestrial entities; then directs detailed security, recovery and shipping procedures for recovered material as well as living and non-living organisms from downed craft. The document emphasizes: "MJ-12 takes the subject of UFOBS, Extraterrestrial Technology, and Extraterrestrial Biological Entities very seriously and considers the entire subject to be a matter of the highest national security." It is restricted to persons cleared for "TOP SECRET / MAJIC EYES ONLY"—described in the manual as "a security level two points above that of Top Secret":[13]

The reason for this has to do with the consequences that may arise not only from the impact upon the public should the existence of such matters become general knowledge, but also the danger of having such advanced technology as has been recovered by the Air Force fall into the hands of unfriendly foreign powers.

Accordingly, the manual provides strict instructions concerning the "need for absolute secrecy in all phases of operation" including a "Press Blackout":

> Great care must be taken to preserve the security of any location where Extraterrestrial Technology might be retrievable for scientific study. Extreme measures must be taken to protect and preserve any material or craft from discovery, examination, or removal by civilian agencies or individuals of the general public. ... It should be remembered when selecting a cover story that official policy regarding UFOBS is that they do not exist. ... The most desirable response would be that nothing unusual has occurred. ... Witnesses will be discouraged from talking about what they have seen, and intimidation may be necessary to ensure their cooperation. If witnesses have already con-

> tacted the press, it will be necessary to discredit their stories. This can best be done by the assertion that they have either misinterpreted natural events, are the victims of hysteria or hallucinations, or are the perpetrators of hoaxes.

Authenticating such material is challenging, but it is similar to forensic investigation of questioned legal documents. Exhaustive research by Dr. Robert Wood[14] has demonstrated both that the manual is formatted exactly like manuals of the same period archived at the Army War College and that it displays unique characteristics of hot-lead presses used in the 1950s, unlike computer programs that might fake such a document today. The 32-page document, dated April 1954, has been shown to be consistent with the 1953 style manual that guided printing in all government agencies, including classified printing at the CIA. Even the change control pages were on the film showing ongoing updates from "MJ" sources in a fashion typical of government procedure. And text stamped onto one inside page associates the document with a unit KB-88, Building 21, Kirtland AFB, NM (building 21 did exist at the time). The document's appendix cites other military manuals perfectly down to the last letter and comma, some of which changed just months latter. The manual's reference to a "UFOB Guide" section on pages 22-25 corresponds to a document released in 1985 under FOIA to Mr. Brian Parks from the Air Force Historical Research Center at Maxwell AFB. In reply to requests for UFO records of the 4602 Air Intelligence Service Squadron, there emerged a "UFOB Guide" dated 15 March 1955—with text identical to the guide included in the SOM1-01 Special Operations Manual. Other word usage subtleties are also compelling such as "screw driver" being two words and "Kraft tape" being called for instead of the modern "duct tape". The list of authenticity points is very long;[15] and anachronisms such as "use the cover story of a downed satellite" three years before a satellite went to space turn into points of authentication, since major print and TV outlets widely covered artificial satellites starting in 1952.

At least three witnesses have come forward to state that they have seen the manual. U.S. Navy Yeoman 2nd Class Dale Bailey, who served in a Crystal City, VA building that housed Navy offices outside Washington, DC, reports that in 1976 he was assigned to shred documents from the vault of Admiral Frederick H. Michaelis, who was Chief of Naval Materiel from 1975 to 1978. Bailey stated that the admiral was a personal friend of Admiral Bobby Inman (who, between 1974 and 1982, served as director of naval intelligence, vice-director of the Defense Intelligence Agency, director of the National Security Agency and deputy director of the Central Intelligence Agency). Bailey recalled that Admiral Michaelis' duties also included intelligence-related matters and periodic service at Raven Rock, sometimes called the "underground Pentagon," located six miles north of the presidential retreat at Camp David and near Fort Ritchie.[16] Bailey states that in order to create more room in the inner vault of the admiral's office, old files were destroyed. As he helped to shred documents, he saw a copy of the top secret UFO briefing document for President Eisenhower, as well as a version of the top

secret SOM1-01 Special Operations Manual (whose instructions on materiel handling would be consistent with the mission of Navy materiel). Recent investigation also shows that Admiral Michaelis himself had once commanded the Naval Air Special Weapons Facility at Kirtland AFB from 1951-1954. The jargon "special weapons" refers to atomic energy—a subject closely associated with UFOs, since sightings and crashes have occurred near nuclear installations. Recovered UFOs have reportedly been secured and analyzed at nuclear laboratories and UFO propulsion may derive from atomic reactors. Those with access to "special weapons" programs are already cleared and presumably trustworthy to protect other great secrets. In addition to operational duties (including command of the aircraft carrier USS Enterprise), Michaelis' senior staff assignments included the Strategic Plans Division of the Chief of Naval Operations (CNO); Director of Development Programs, Office of the CNO; Assistant Chief of Naval Operations (Air); and Commander, Naval Air Force, Atlantic Fleet. He was certainly in a position to have dealt with aircraft encountering UFOs, handling of recovered UFO materiel, related issues of atomic power, and implications for Naval strategy.

Skeptics to the authenticity of SOM1-01, such as Richard Hall, a former congressional aide, typically say, "I've looked at countless numbers of official documents and it looks fake to me." In general, what our team has observed is that people who have had security clearances or been in positions of authority and were not aware of the extraterrestrial matter just can't believe they were out of the loop. It's ego. Furthermore, we have not found any skeptics to interview who had top secret codeword access in the 1950's. Archives don't have any remotely relevant top secret codeword documents declassified. Potentially more significant is the fact that we rarely get specific, logical, scientific arguments identifying anachronisms that question the authenticity of SOM1-01.

Potentially, the most compelling evidence concerning provenance of the SOM1-01 Special Operations Manual are findings from direct investigation on behalf of this book's author. An investigator conducted direct interviews in La-Crosse, WI, with people involved with the Quillin Pharmacy, leading eventually to meeting an individual who had the SOM1-01 manual. The investigator stated, "I held the original in my hands, was able to thumb through it, the paper and ACCO binder looked old and when I asked to have an original page for forensic analysis the document owner refused to provide it." What begs to be accomplished, of course, is testing of the paper and ink. Yet with limited resources accorded to the "politically incorrect" UFO topic, as well as fear among witnesses of penalties or ridicule, this is work that remains to be done. For the sake of history, one can only hope that the original document does not vanish, as have photographs and other UFO evidence handed over to authorities or ransacked from private files. The FBI is urged to investigate this leak of classified documents.

Another important witness to the topic of UFO crashes is the late June Kaba. Born as June Crain, she provided extensive, consistent and verifiable information about her work at Wright Field, Ohio between 1942 and 1952. Known as a respect-

ed philanthropist in her community in Washington State before her death in 1998, she came forward in June 1977—upset by press releases from the Air Force denying recovery in early July 1947 of crashed alien craft and non-human bodies near Roswell, NM. Speaking with police detective and UFO investigator James Clarkson, June provided extensive documentation of her work at the Wright Air Development Center. She gave detailed testimony about frequent sightings of UFOs over the White Sands missile test range; accounts of at least three UFO crashes; as well as her discussion with an Air Force master sergeant who had arrived in a military transport from New Mexico, delivering "two little men … non-humans … described as greenish-blue … and put them in the ice box." Later in about 1951 or 1952, an officer in her classified research unit showed her a piece of metal about "half the size of a business card" that he told her was "a piece of a space ship." She stated that it was "light as a feather," returned to its original form when bent and couldn't be cut or marred with her scissors no matter how hard she tried. This is exactly like material described by first-hand witnesses to the so-called Roswell incident. Her testimony with many other details, just months before her death, included recollection of discussions among engineers in her branch about the exceptional acceleration and G-forces demonstrated by UFOs, which were far beyond any human technology or human ability to withstand.

Early photograph of witness June Crain, who worked at the Wright Air Development

Any thoughtful person at this point must consider whether documents, multiple witnesses and detailed descriptions of UFO crashes and retrievals are simply woven from lies and delusions. What about hoaxes? After all, some hoaxes grow inevitably from human foibles: ego, greed and delusion. Another motive might be to "muddy the waters" by officials discrediting the UFO subject, as advised in the SOM1-01 manual. Dr. Robert Wood notes that some hoaxers create a false claim. For example, plant the claim with a researcher; await the researcher's public statements; then announce it was a hoax to discredit the researcher. Dr. Wood mentions a few probable hoaxes. One was a report alleging that in 1946 a UFO was seen in a hangar in Yuma, AZ; another alleging that in 1979 an alien body

was found in the Pocono Mountains and placed in a freezer; and another in 1989 alleging recovery of an alien vessel in Carp, Canada. Accomplished author and international UFO researcher Nick Redfern has carefully examined reported UFO crashes and does find instances of apparent deception. He writes:

> Detailed study of the history of the crashed UFO subject reveals a number of cases that can be considered hoaxes, or suspected hoaxes, at least. Interestingly, however, hoaxing purely for the sake of creating a bogus story is very rare. Indeed, there are good indications that many of the spurious cases have been created by the murky world of officialdom to confuse the true nature of the crashed UFO mystery. For example, with regard to the infamous UFO crash at Aztec, New Mexico in 1948 that many people believe to be a hoax, a fascinating piece of documentary evidence relative to the case has surfaced, thanks to the work of the investigative author Karl Pflock: namely, extracts from the alleged personal diary of Silas Newton (one of the key sources for the Aztec story) from the 1970s. In the diary, Newton revealed that, in the early 1950s, he was contacted by military officials that wished to speak with him about his crashed UFO story. Newton was told that the military knew that his UFO-crash-at-Aztec story was bogus. Incredibly, however, they wanted him to continue spreading the story far and wide and to whoever would listen. Newton asserted in his diary that while he might not have known too much about crashed UFOs, he had no doubt that his mysterious contacts certainly did know a great deal about the subject. However, according to witnesses that Linda Moulton Howe has interviewed, there was a 1948 Aztec crash.
>
> This raises a number of important questions. Was Newton (as a convicted and known con man) asked to continue telling his largely discredited tale because it acted as a convenient smokescreen for the military to hide a real crashed UFO behind? Or is there another reason why the military would want to spread fake stories about the U.S. Government being in possession of a crashed UFO? Possibly. The U.S. Intelligence community is known to have made use of the UFO controversy as a tool of psychological warfare in the 1950s. It is conceivable that such stories were purposefully spread –at the height of the Cold War—to try and convince the Soviets that the U.S. had access to a technology the like of which the Soviets could only dream about.
>
> A further example of "official hoaxing" can be found in the Spitsbergen saga of 1952, when it was alleged that a UFO crashed on the European island of Spitsbergen. Under the terms of the Freedom of Information Act, the National Security Agency has declassified a translation of a Russian Novosti Press Agency article on UFOs titled "Flying Saucers? They're A Myth!" Contained within the article is a small section that reads thus: "An abandoned silvery disc was found in the deep rock-coal seams in Norwegian coal mines on Spitsbergen. It was pierced and marked by micro-meteor impacts

and bore all traces of having performed a long space voyage. It was sent for analysis to the Pentagon and disappeared there." Notably, prior to its declassification, the section of the article translation that referred to Spitsbergen was carefully circled with a pen by an unknown source at the NSA with the word "Plant." Although many researchers have (with some justification) dismissed the Spitsbergen case because of the proven fact that several of those cited in then-contemporary newspaper articles on the case were outright products of fiction, the "Plant" reference suggests that the case may have really been a hoax perpetrated by U.S. Intelligence—designed to cloud and confuse even further the foggy world of UFO crash-retrieval accounts.

Similarly, following the collapse of Nazi Germany, several of Hungary's national treasures, including the Crown of St. Stephen, were handed over to the United States military for safekeeping. They were duly delivered (in the early 1950s) to Fort Knox in an elaborate operation codenamed Klondike. The treasure was eventually returned to Hungary in 1978. This would be just another story of political and historical intrigue were it not for the fact that, according to a memorandum in the files of the State Department, the soldiers designated to guard the treasure were told that the boxes contained "the wings and engine of a flying saucer." As researcher and author William Moore notes: "Unsubstantiated stories about parts of a flying saucer being stored at Fort Knox continue to be part of the UFO crash/retrieval rumor mill to this very day. How many other similar rumors have a similar origin is anybody's guess."

Perhaps the most infamous case was the story of an alleged UFO crash in the Kalahari Desert, South Africa, in May 1989. The details were first revealed publicly in September 1989 at the annual conference of the now-defunct British *UFO Magazine*. According to the story, a UFO was shot down by South African forces, alien bodies were recovered, and the material evidence was transferred to the United States for study. British researcher Tony Dodd was provided with documents that purported to originate with the South African Air Force, that looked official, and that seemed to corroborate the story. However, they were riddled with errors and the case quickly collapsed as nothing more than a simple hoax. The cases cited above, however, are important in the sense that they demonstrate when it comes to crashed UFOs and hoaxes, the hand of officialdom can often be found at work. And of course, if there were nothing to hide, there would be no need for the Intelligence world to spread such tales in the first place.[17]

The cases presented in this book span the spectrum of quality, credibility, sources and evidence—that is the harsh reality at present. It would be ideal if they were all highly credible, with unimpeachable sources and physical evidence, but they are not. However, with more money, resources and sophistication, virtually

all of these cases could be advanced and moved much closer to a firm authenticity conclusion. Many of the cases have reached this point, with multiple investigators working over years with highly consistent evidence, despite the personal expense of time and money. Some crash incidents have collectively absorbed hundreds of thousands of dollars in research.

Some cases are authentic almost by definition; they came from essentially unimpeachable sources like the National Archives or from military records. There are several such cases in this book. But if we infer more than what is literally documented, then the case must be treated more cautiously.

Given the varying quality of each case, it is important to provide an objective methodology to rate the authenticity of the crash retrieval event for the reader. New UFO crash incidents start at a neutral position until evidence is gathered. Authenticity is a manifold function; it is not as simple as true or false, hoaxed or real. Furthermore, each of the key vectors of authenticity has different weighting factors: for example, an eyewitness to a crash event is less probative than, say, a tissue sample of an extraterrestrial. Hence, authenticity of a crash retrieval incident involves examining the answers to many questions.

Where did the case come from? How many direct first-hand witnesses are there? What is their relative consistency, credibility and relevancy to the case? What are the results of investigations into any physical evidence, such as soil variations, wreckage, original government documents? If there are original documents, what are the results of the forensic tests of paper, ink, watermark, typewriter and handwriting? Are there official, publicly released documents that are relevant to the case, such as FBI files, Presidential or National Archives material? If there are clandestinely leaked documents that support the case, what unique and obscure content markers do they contain that are accurate for this type of document? Have independent forensic experts examined the evidence? How difficult is the incident to hoax or fake? Who might fake the incident or document, and why?

All of these factors, as well as other related sub-questions, weave their way into a score for each key category and ultimately generate an authenticity rating for the UFO crash incident.

To deal with such a wide variety of aspects, we need a structured process to fairly and effectively rate each case for authenticity. We have developed a weighting factor for each authenticity category under consideration, as shown in the table below. Within each category there is five point scale which, when multiplied by the weighting factor, results in a maximum total score of 125 points. A discussion of criteria in each class follows.

Eyewitness: First-hand witness(es) that were directly involved with the crash incident, i.e. they saw it either on site, in transport, or in storage. Was the witness a trained observer? Witnesses are fallible, their memories change with time and can be influenced. Second-hand witnesses count also, i.e. those that hear the story di-

The use of weighting multipliers helps the analysis be objective for each UFO crash incident.

Authenticity Class	Weighting Multiplier
Witnesses (1st hand, professions, state of mind, number, relationships)	3.0
Sources (provenance of case, number of sources, internal consistency, source credibility)	5.0
Zingers (obscure facts or actions, rare verifiable subtlety, accurate oddness)	4.0
Content (The key data of the story and its verifiability)	2.0
Chronology (Is the timeline of the events and data consistent, believable and accurate?	2.0
No Anachronisms (specific issues or aspects of the case that are substantially at odds with case itself or with other known facts of history)	4.0
Forensics (physical trace testing, paper and ink testing of documents, forensic linguistics)	5.0

rectly from a first-hand witness. Eyewitnesses are given a weighting factor of 3.0.

Sources: How did the case or document surface? Was it officially found in the National Archives or equivalent? Is it logical or normal for the source to have been involved? Are there multiple independent sources corroborating the same event? Sources are given a weighting factor of 5.0.

Zingers: These are aspects of any of the key authenticity metrics that go far beyond the norm. In essence, a zinger is a verified rare subtlety of the case or document that is exceptionally obscure, weird, or odd—an anomaly. A document example would include typographical anomalies associated with the printing process of the era. A witness example might be a civilian describing and sketching a military insignia patch seen at a crash site that is later verified as accurate and appropriate to the period and circumstances. Zingers are given a weighting factor of 5.0.

Content: Refers to all the informational data of a case, including locations, details of the event, official and leaked documents. Are the dates, descriptions, document references, and individuals mentioned appropriate and consistent? What does the case or document say in relation to what was known then and now? Are there obscure facts that were classified then that were declassified or became public after the case was exposed? Content is given a weighting factor of 2.0.

Chronology: Is there a detailed, verifiable timeline consistent with the reported facts of the crash retrieval event? Is the placement of document content with respect to organizational history accurate? Are the people reportedly involved in the event supposed to be there? In the case of well known persons, do their documented meeting and travel schedules coincide with involvement in the event? Is the document or incident procedure consistent with other documents or military procedure of the era? Chronology is given a weighting factor of 2.0.

Forensics: This can include several types of testing, for example soil testing, materials testing, testing of original paper, verifying watermarks, and testing of inks against known authentic standards. If relevant, typography aspects such as typewriter style, typesetting, laser printing, photocopying, mimeography—any technique that creates writing on paper—may be germane. Are there new forensic technologies that can validate the case? The use of forensic linguistics falls in this category, i.e. the examination by language experts of sentence structure, spelling, punctuation and writing style, employing sophisticated computer tools as well as hand analysis, to pinpoint style markers that uniquely define authorship. Forensic tests are typically expensive and done by independent professionals. Forensics are given a weighting factor of 5.0.

Anachronisms: These are problems with the case or document—stories that don't remotely match, evidence that is out of place in time or space; in documents, formats that are wrong, similar handwriting or content possibly copied from other documents. These issues can be significant or minor depending on what is known about the frequency of such an anachronism. For example, addressing a military general by his first name in a document may seem like a major mistake in the modern era, but 50 years ago in the company of other generals, this anachronism could in fact be a hallmark of authenticity. The goal is to have no anachronisms. The weighting factor for anachronisms is 5.0.

Combining the weighted scores associated with these seven categories, then normalizing the result to a percentage, yields five possible levels of authenticity for each case, as follows.

High Level of Authenticity - 80-100%

This means that virtually all of the available investigative channels and ideas have been pursued, and with each test the case or document has shown to be authentic or nearly problem free. At this level, multiple witnesses are present that have seen the crash or aftermath, or read a document about it in an "official" capacity, and have signed or will sign an affidavit to that effect. Physical evidence is available; for example, rocks to test, scarred trees, photographs or direct ET materials. Forensic tests of paper, ink, obscure content, handwriting, period typography and fonts, correct formatting, forensic linguistics (along with no sign of anachronisms), all

indicate the highest level of authenticity. At least several researchers are in substantial agreement about the core evidence of the case, often for many years.

Medium-High Level of Authenticity - 60-80%

The medium-high level means that a considerable amount of investigation has been completed. Witnesses are present, stories appear genuine, a few anachronisms may be present but have reasonable explanations. Forensic testing, if possible, has been partially completed, and there are strong signs of case validity. If a document case, there exists persuasive content, correct typography and zingers.

Medium Level of Authenticity - 40-60%

The medium level is the starting point for most UFO crash retrieval cases or leaked documents. In essence, these cases are under-researched. They need research and answers to the many questions posed by the weighting factors to move higher or lower. This level shows both signs of positive authenticity and worrisome questions as detailed in the seven attributes of authenticity cited above.

Medium-Low Level of Authenticity - 20-40%

The medium-low level means the case or document has been studied by many individuals or organizations and there are stubborn anachronisms that cannot easily be resolved. Forensic tests are not available or the results are damaging to the case. There are aspects of the case (or pages or paragraphs of the document) that show signs of authenticity, but on balance there are more damning points than good.

Low Level of Authenticity - 0-20%

A low level means that significant irresolvable anachronisms have been identified that cast doubt on the entire case or document. Virtually all investigative avenues have been pursued and show little or no sign of internal consistency. Witness stories don't match and differ from the direct evidence. A credible motive for faking the document or hoaxing an event may be identified, along with likely perpetrators.

The reader will notice the authenticity graphic under the title of each case.

It is important to weed out false cases, and this places a special burden on the honest UFO researcher whose search continues. Nowhere is this better demonstrated than in the pioneering work of Leonard Stringfield, arguably the world's premier collector and disseminator of data on the subject of UFO crash-retrievals. Born on December 17, 1920, he was nicknamed "Webster" in high school, due to the astonishing fact that he actually memorized the entire dictionary. After graduating from college in 1939, Stringfield joined the 5th Air Force directly out of Wright Field, OH, and subsequently served in Australia, the Philippines and Japan, first as a journalist and then later in the fields of intelligence and coun-

Leonard Stringfield, pioneering UFO researcher

ter-intelligence. Following the Second World War, he worked for 31 years at the DuBois Chemical Company, where he retired in 1981 as their Director of Public Relations. But it was on August 27, 1945 that Stringfield was thrust into the mysterious world of the UFO, when—at Iwo Jima in the Pacific Theater—he encountered three "Foo Fighters" (as pilots were calling UFO sightings) flying perilously close to his aircraft. As Stringfield himself noted: "The orderly world I thought I knew was no more."

Between 1953 and 1957, Stringfield developed his UFO studies and served as Director of CRIFO—the Civilian Research Interplanetary Flying Objects group. Beginning in 1954, Stringfield worked cooperatively with the Air Defense Command of the U.S. Air Force (USAF). Until 1957, he regularly screened and reported to the USAF details of UFO activity in the tri-state area of southwestern Ohio, northern Kentucky and southeastern Indiana. As Stringfield himself recalled:

> At that time, many UFO sighting reports came to my home from police departments, sheriff's offices, state police, the media, and citizenry. I was assigned a code number—Fox Trot Kilo 3 Zero Blue—which would identify me at the telephone exchange to report, by phone, to the Air Defense Command Air Filter Center at Lockbourne AFB, in Columbus, Ohio. If my screened UFO report was confirmed by radar, or other means, Air Force interceptors were scrambled. At this point, I was told that the resultant actions were classified. The Air Force paid my phone bills.

Stringfield's first book, *Inside Saucer Post 3-0 Blue*, was published in 1957. He served from 1957 until 1970 as Public Relations Advisor for the Washington, D.C.-based NICAP, the National Investigations Committee on Aerial Phenomena. He also served on the Board of Directors of MUFON, the Mutual UFO Network; as an Associate Investigator for CUFOS, the Center for UFO Studies; and as President of the Cincinnati UFO Society. In a landmark development, in 1977 he served as advisor to Prime Minister, Sir Eric Gairy of Grenada, who proposed to the United Nations a plan to establish an agency specifically designed to undertake UFO research. Also, in 1977 Doubleday Books published Stringfield's second book, *Situation Red: The UFO Siege*, that chronicled his investigations from the 1950s to the 1970s and included references to the crashed UFO controversy.

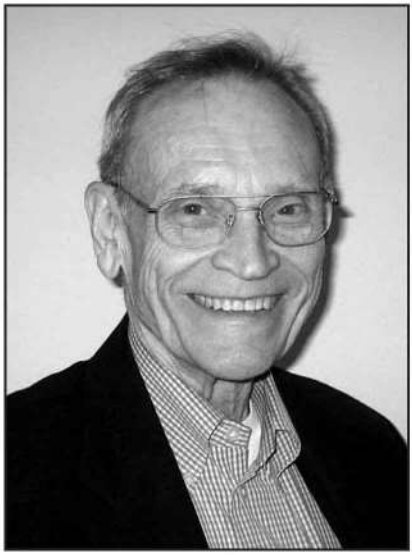
Interest stirred by Stringfield's book *Situation Red* spurred him to dig deeper into reports of UFO crashes, and ultimately led him to focus exclusively on this particular aspect of the UFO phenomenon. Between 1978 and 1994, Stringfield self-published seven well-received *Status Reports* on crashed UFO incidents that revealed a wealth of data from numerous named and confidential sources. Collectively there were hundreds of pages of previously unseen and vitally important data. As Stringfield noted in his final *Status Report* published in February 1994: "If this should be my last monograph on UFO crash / retrievals, I feel a warmth of satisfaction that my contributions have made a dent into the credibility that UFO's have had fatal failures." Sadly, on December 18, 1994, after a long bout with cancer, Leonard Stringfield died in his sleep one day after his 74th birthday––yet not before adding immeasurably to what history must show is a new stage in human understanding.

Some skeptics of Stringfield will say that he played an active role in the U.S. government's disinformation efforts. This is possible, but not very logical or likely. The best strategy for minimizing the impact of crash retrieval stories would be to say nothing and let the whole issue fade from memory. Instead, Stringfield was a forceful advocate to the end, writing books, speaking at conferences and stirring the pot of public interest.

Dr. Robert Wood, respected researcher of leaked UFO documents after 43 years as an aerospace physicist for McDonnell Douglas Corporation,[18] reports:

> I had the good fortune to meet with Len at MUFON symposia, and I think in about 1990 or 1991 I introduced myself, and asked him the question: 'Len, if you had to make an even-money bet and let me pick high or low, what, in your opinion is the number of crashes that we have recovered?' My recollection is that he said 'Ten.' This was much larger than I had expected at the time, since I hadn't studied the topic much. Actually, I think he was low. His own data argue for on the order of 30 crashes, especially if you include those that he may not have known about such as the L.A. air raid cases, since none of those documents had leaked at that time.

Len's insight into the phenomena, provided by his merely listening to the witnesses and assessing their integrity and circumstances, permitted him to figure out long before most of the rest of us that we had a healthy crash retrieval program underway for years, hiding the truth from everyone without a need to know. His reports, together with research now done on leaked documents—covering the Majestic 12 group, the Interplanetary Phenomenon Unit and "captured" and "downed" craft—are suggestive of an aggressive plan to get them into our laboratories. My conclusions, based on active work in this area since 1967, point to many craft and alien occupants recovered and captured. At one time in the early Cold War so much military action took place, perhaps firing on these craft, one might have described some of the actions as an interplanetary war. I feel that one



Dr. Robert Wood, aerospace physicist and UFO researcher.

of the most important reasons for continuing secrecy is the strong desire of those in charge not to reveal such enormous control that has been exerted over what the public thinks. In contrast, Leonard Stringfield's work has proven excellent, and surprisingly, offers many leads even today for checking up on some of those reports. We can only hope that his files receive the further research they deserve.

For those who still dismiss the exceptional research of Leonard Stringfield and Dr. Robert Wood, it is instructive to summarize what we know about Project MOON DUST, an activity that updated UFO recovery intelligence from its origins in the 1940s to recent decades. As context, Air Force regulation AFR 200-2, dated 12 August 1954, clearly stated:

> The Air Defense Command has a direct interest in the facts pertaining to UFOB's (UFO reports) reported within the ZI ["Zone of the Interior" or the continental U.S.] and has, in the 4602d Air Intelligence Service Squadron (AISS) the capability to investigate these reports. The 4602d AISS is composed of specialists trained for field collection and investigation of matters of air intelligence interest which occur within the ZI. This squadron is highly mobile and deployed throughout the ZI. ... The Air Technical Intelligence Center (ATIC) will analyze and evaluate: All information and evidence within the ZI after the Air Defense Command has exhausted all efforts to identify the UFOB; and all information and evidence collected in overseas areas.

It certainly makes sense that the Air Force would recover foreign satellites fallen out of orbit and other space debris. Yet would this also include unidentified spacecraft that have impacted earth? Clifford Stone, UFO researcher after retiring from the Army, has unveiled intelligence, military and other documents, as well as airgrams (electronic cables) declassified from the State Department referencing Project MOON DUST. These airgrams make clear that there have been expeditions by government teams to retrieve not only conventional objects, but also crashed UFOs. In 1992, U.S. Senator Jeff Bingaman wrote the Air Force concerning Stone's inquiries about Project MOON DUST and a related Operation BLUE FLY. The Air Force replied to the Senator emphatically:

> There is no agency, nor has there ever been, at Fort Belvoir, Virginia, which would deal with UFOs or have any information about the incident at Roswell. In addition, there is no Project Moon Dust or Operation Blue Fly. Those missions have never existed.

This reply would contradict not only references to MOON DUST in declassified State Department cables, but the revealing instructions in an Air Force memorandum titled "AFCIN Intelligence Team Personnel" dated 13 Nov 1961:

> In addition to their staff duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force projects as MOON DUST, BLUE FLY and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities... Headquarters USAF has established a program for investigation of reliably reported unidentified flying objects within the United States. AFR 200-2 delineates 1127th collection responsibilities [an Air Force intelligence unit at Ft. Belvoir, VA] [19] ... Operation Blue Fly has been established to facilitate expeditions delivery to FTD [Foreign Technology Division at Wright-Patterson AFB] of Moon Dust or other items of great technical intelligence interest. ... Peacetime employment of AFCIN intelligence team capability is provided for in UFO investigations (AFR 200-2) and in support of Air Force Systems Command (AFSC) Foreign Technology Division (FTD) Projects Moon Dust and Blue Fly.

Confronted with evidence, the Air Force wrote to Senator Bingaman to correct the record. It said that in the Korean War, intelligence teams were deployed to recover downed enemy equipment and that these activities evolved into Project MOON DUST to recover space vehicle debris and Operation BLUE FLY to retrieve downed Soviet Bloc equipment. "These teams," wrote the Air Force, "were eventually disbanded because of lack of activity; Project MOON DUST and Operation BLUE FLY missions were similarly discontinued." From outright denial, to limited admission of a conventional project that faded out due, allegedly, to lack of activity. Some may not be comforted to hear that the Air Force disbanded missions to recover space debris and foreign equipment. Some may wonder how the "lack of activity" comports with approximately 1,000 pages of official documentation on MOON DUST and BLUE FLY that have now been released into the public domain by the Department of State, Air Force, Defense Intelligence Agency and CIA. One nearly illegible report from 1965 is titled: "FRAGMENT METAL, RECOVERED IN THE REPUBLIC OF THE CONGO, ORIGIN BELIEVED TO BE AN UNIDENTIFIED FLYING OBJECT."

One MOON DUST case from Bolivia, presented later in this book, was gleaned from a FOIA request to the U.S. Department of State. The case concerned a crashed object recovered at Taire Mountain, Bolivia, in May 1978. A formerly-

Secret State Department airgram asserts: "Preliminary information provided has been checked with appropriate government agencies. No direct correlation with known space objects that may have re-entered the Earth's atmosphere near May 6 can be made; however, we continue to examine any possibilities." The possibility that the object was a meteorite can almost certainly be discounted, primarily because the Department of State's airgram of 15 May states: "The object was... egg-shaped, metal and about four meters in diameter." CIA reports of May 1978 on the same topic have also surfaced; and veteran journalist Robert Pratt conducted extensive research on-site in Bolivia surfacing many unexplainable details. In 2003, sources contacted this author about the Bolivia case, prompted by the cable television SCI FI Channel's reference to MOON DUST documents. These sources were surprised to see public reference to the Bolivia event about which they had secret official knowledge. They confirmed MOON DUST operations, which usually involved retrieval of downed satellites or aircraft, but sometimes involved UFOs. Sources stated that the object recovered by the U.S. in Bolivia was "not big—fifteen feet max, dirty white and oval." No one seemed to know what the object was, as it had no markings, entry points or seams and was extremely light. It was delivered to Wright-Patterson AFB. One source stated that the Bolivia case was "the strangest that he had been involved in... ."

Information since that time indicates public disclosure of MOON DUST led to renaming the activity, though its functions must certainly continue unless we believe the military has no further interest in downed satellites or aircraft—not to mention UFOs. We believe that MOON DUST itself was only the surface of a much more deeply concealed intelligence, research and development infrastructure. No doubt the modern equivalents of the Interplanetary Phenomenon Unit, the Special Committee on Non-terrestrial Science and Technology, and the Majestic 12 Group have also taken new and different forms in recent decades. Yet the fundamental phenomenon that called these organizations into existence—as shown by the cases that follow—persists. Put simply: on rare occasions craft from nonhuman sources crash into earth, and governments jealously retrieve and exploit these finds in greatest secrecy.

Nevertheless, the secrecy has begun to erode. The natural urge for honest minds to seek the truth has begun to reveal as much about ourselves and our own history as it does about the capabilities and intentions of space visitors and their technology. This research, however thinly supported in today's culture, has begun to shed light on official acts performed in our name. To explore these matters is not unpatriotic; to commend them for research is not irrational; and to publish them openly is not zany and foolish. As we begin to comprehend this secret of the past and its meaning for the future—it is time for "MAJIC EYES ONLY" to enlighten our eyes also.

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[1] "Air Force Orders Jet Pilots to Shoot Down Flying Saucers if they Refuse to Land," Seattle Post-Intelligencer, July 29, 1952; similar articles in San Francisco Chronicle July

29, 1952, Sydney Australia New Herald, July 31, 1952

[2] Preliminary photo analysis by optical physicist and UFO researcher Dr. Bruce Maccabee concludes the searchlights are illuminating an apparently ovoid or circular object about 50 to 100 feet in diameter. (*http:brumac.8K.com/battleofLA/battleofLA.html*)

[3] Office of Coordinator of Information (OCI) was later renamed the Office of Strategic Services (OSS), which conducted World War II foreign espionage and later evolved into the Central Intelligence Agency (CIA).

[4] GHQ, or General Headquarters, was General Marshall's highest headquarters office.

[5] One might ask: why would such a unit be situated in the area of counterintelligence? Perhaps it is for the same reason that the CIA placed intelligence operations on Israel in the counterintelligence (CI) office of James Jesus Angleton—because CI is one of the most secure and secretive units in any intelligence structure. If one speculates that UFOs were assigned to CI for some arcane "disinformation" operations, then one must ask: why were the records turned over to Project Blue Book? It was a publicly announced, rather low-security investigation of the actual UFO topic, so CI files or highly sensitive disinformation files would never have been turned over to Project Blue Book.

[6] While popular lore now focuses on references to Area 51 in Nevada (perhaps correctly) or the town of Roswell, NM—many memoranda and other evidence point to a large area in the state of New Mexico known as the White Sands Missile Range. Established on July 9, 1945 as the White Sands Proving Ground (its name was changed in 1958), a launch complex was quickly set up and used for the site's first "hot firing", of a Tiny Tim missile, on September 26, 1945. Soon this complex was the focal point for captured V-2 launches and, in time, the developmental testing of such missiles as Nike, Viking, and Corporal. It remains a major facility that supports missile testing and development for the United States armed services, NASA and other government agencies, and private industry. It occupies almost 8,300 square kilometers in the Tularosa Basin of south-central New Mexico and is the largest military installation in the country-larger than the states of Delaware and Rhode Island combined. In its vicinity: the Trinity Site where the first atomic bomb was tested; Alamagordo Army Air Field (AAF), now Holloman Air Force Base (AFB); Kirtland AAF, now Kirtland AFB; Los Alamos Research Center (built in 1943); Sandia (where the Sandia National Laboratories were built in 1949) and other sites that arise in UFO discussions.

[7] Project Paperclip has been brilliantly researched and discussed by Linda Hunt, former CNN investigative editor, in her hard-to-find book *Secret Agenda: The United States Government, Nazi Scientists, and Project Paperclip, 1945 to 1990*, St. Martin's Press, 1991.

[8] Prior to CIA release to Tim Cooper of the MJ-12 reference in 1998, another reference appeared from a file in the National Archives and Records Administration in about 1985. Found in Box 189, Records Group 341, Entry 267 was a memo in carbon on 'onion skin' paper from Robert Cutler, who was a special assistant to President Eisenhower, to Gen. Nathan Twining. Dated July 14, 1954, this top secret memo notes: "SUBJECT: NSC/MJ-12 Special Studies Project" and indicates that the President wished the "MJ-12 SSP briefing should take place during the already scheduled White House meeting of July 16 ... ." It is further important to point out the difficulties that arise in confirming UFO research. When a second CIA FOIA was submitted, the reply excluded the MJ-12 related memo released to Tim Cooper originally. And the usual crew of debunkers have questioned details of the Cutler memo, which nevertheless remains as official contents

closely controlled in the National Archives files.

[9] In 1943, the U.S. Supreme Court decided a case regarding convicted members of the McNabb family, leading to a doctrine for police and official conduct in holding prisoners and taking evidence. Since testimony from living Roswell witnesses cites military threats, it is plausible that the official report might include a "cover your backside" statement that detention and interrogation tactics were proper.

[10] Don Berliner has since stated that he does not believe the SOM1-01 manual is authentic due to formatting questions. Intensive research led by Dr. Wood has answered these objections and weighs toward the document's authenticity.

[11] This memorandum and, by far, the most extensive archive of such materials can be found online at the website www.majesticdocuments.com.

[12] This acronym, not publicly used, was also found in a CIA document from 17 December 1953 released in response to a Freedom of Information Act Request; its subject is "Current Status of Unidentified Flying Objects (UFOB) Project."

[13] This statement about classified controls beyond top secret is supported in numbers of other documents. In one—an authentic former Top Secret memorandum dated November 21, 1950—Wilbert Smith, senior radio engineer for the Canadian Department of Transport stated: "a. The matter is the most highly classified subject in the United States Government, rating higher even than the H-bomb. b. Flying saucers exist. c. Their modus operandi is unknown but concentrated effort is being made by a small group headed by Doctor Vannevar Bush. d. The entire matter is considered by the United States authorities to be of tremendous significance."

[14] See Appendix for detailed summary statement about the authenticity of the Special Operations Manual. This paper both responds to criticism of skeptics and provides powerful logic for SOM1-01 authenticity.

[15] See authentication section of www.majesticdocuemnts.com for Dr. Robert Wood's papers—Validating the New Majestic Documents and Mounting Evidence for the Authenticity of the MJ12 Documents.

[16] In 1950, President Truman approved Raven Rock Mountain, PA, as the site for the Alternate Joint Communications Center, Site R; construction began in 1951 and the site became operational in 1953.

[17] Private correspondence to the author.

[18] The most extensive trove of leaked documents, supporting materials and analysis by Dr. Bob Wood and Ryan Wood can be found at the website *www.majesticdocuments.com*.

[19] Over the years this unit has been redesignated several times. In July 1957 the 4602 Air Intelligence Service Squadron (AISS) became the 1006 AISS; in April 1960 it became the 1127 USAF Field Activities Group; this became the 7602 Field Activities Group; and today it exists as the 696 Air Intelligence Group located at Ft. Belvoir, VA.

AURORA

TEXAS, USA, APRIL 1897

Perhaps no other crashed UFO account aside from the Roswell, New Mexico story of 1947 and the Aztec, New Mexico affair of 1948 has generated more controversy than the allegation that an alien spacecraft crashed in a small Texas town called Aurora in the latter part of the 19th Century.

One of those who believes the Aurora case has merit is the noted author and investigative reporter Jim Marrs[1], who reveals the full extent of his own personal investigation of the case in a recent UFO Crash Retrieval Proceedings.[2] Marrs writes:

> April 17, 1897, dawned clear and cool in North Texas when out of the south came a large silver cigar-shaped object dropping lower and lower as it approached the small hamlet of Aurora, Texas, less than 20 miles northwest of Fort Worth. There it struck a windmill and exploded, scattering debris—and at least one small body—in all directions. Or did it?
>
> Despite straight-faced coverage in the local newspapers at the time, the Aurora crash continues to be a source of controversy [and] every few years the story is brought up again by various newspapers and periodicals. Each time, some debunker argues that the Aurora spaceship crash story was a hoax, a fake story planted in the newspapers to draw attention to the little town that was dying after being bypassed by the railroad.

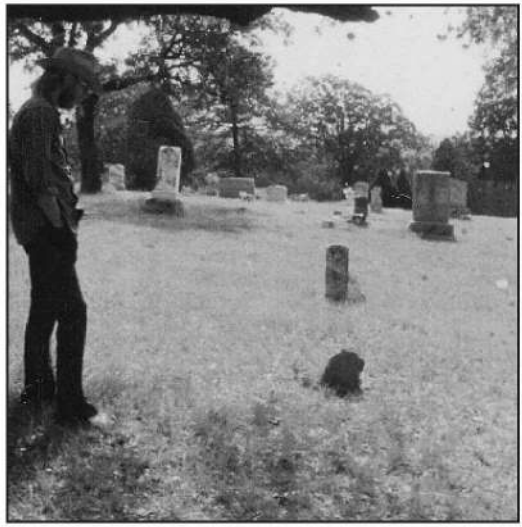
Early in Marrs' newspaper career with the Fort Worth Star-Telegram, it became his turn to investigate the Aurora story. Here is what he learned:

> In the spring of 1973, Bill Case, aviation writer for the now-defunct Dallas Times Herald, wrote a series of articles about the Aurora crash after being told the story by Hayden Hewes of the International UFO Bureau. Case looked up the April 19, 1897, article in the Dallas Morning News microfilm library. The story stated: "About six o'clock this morning the early risers of Aurora were astonished at the sudden appearance of the airship which had been sailing throughout the country. It was traveling due north, and much nearer the earth than before. Evidently some of the machinery was out of order, for it was making a speed of only ten or twelve miles an hour and gradually settled toward the earth. It sailed over the public square and when it reached the north part of town it collided with the tower of Judge Proctor's windmill and went to pieces with a terrific explosion, scattering debris over several acres of ground, wrecking the windmill and water tank and destroy-

ing the judge's flower garden. The pilot of the ship is supposed to have been the only one on aboard; and while his remains are badly disfigured, enough of the original has been picked up to show that he was not an inhabitant of this world. Mr. T.J. Weems, the U.S. Signal Service officer at this place on astronomy, gives it his opinion that he was a native of the planet Mars. Papers found on his person—evidently the records of his travels—are written in some unknown hieroglyphics and cannot be deciphered. This ship was too badly wrecked to form any conclusion as to its construction or motive power. It was built of an unknown metal, resembling somewhat a mixture of aluminum and silver, and it must have weighed several tons. The town today is full of people who are viewing the wreckage and gathering specimens of strange metal from the debris. The pilot's funeral will take place at noon tomorrow. Signed: E.E. Hayden."

A similar story was published in the Fort Worth Register, but in this account, it did not mention the hieroglyphics and stated simply, "The pilot, who was not an inhabitant of this world, was given Christian burial in the Aurora Cemetery."

The similarities between the Aurora account and modern UFO cases—silver, metallic, cigar-shaped objects, small humanoid occupant, unreadable hieroglyphics—were striking and argued against the hoax thesis.



Unidentified man stares at the grave marker of the Aurora alien.

At the time, Marrs was aviation/aerospace writer for the Fort Worth Star-Telegram. Intrigued by the Aurora story, he decided to contact Bill Case and found him to be exactly what one would expect of an aviation writer: a practical man who was highly knowledgeable of the aircraft industry and, like most people in that field, very precise and technical in his approach to issues. Marrs continues his narrative:

Case told me he had spoken to some of the old timers in Aurora and was convinced that something had indeed occurred there in 1897. I met Case at the Aurora Cemetery, where he showed me what he said was the airship pilot's grave. The grave was not full size. It was obviously the grave of a child or a very small man.

At the head of the grave was a crude rock headstone. It appeared that

> half of the marker had broken off and was missing. On the remaining half was etched a design which resembled a large V lying on one side. Inside the V shape were three small circles. The entire design indeed resembled one end of a saucer-shaped structure and the small circles seemed to be portholes. I was acquainted with the old cemeteries in the area, many containing the graves of early settlers and the Maltese-Cross markers of Confederate soldiers. This was a very unusual and intriguing marker. Case told me that he had used a metal detector on the grave site and it indicated at least three large pieces of metal in the grave.

While Case set out to find someone to analyze whatever might be retrieved from the grave, Marrs began researching the 1897 period, trying to put the Aurora story in perspective. What he discovered was astounding. The Aurora story was not an isolated incident. The microfilm editions of area newspapers of the period were filled with various accounts of flying objects and even contact with their crews. Marrs explains:

> It was the Great Airship Mystery of 1896-97, which all started when a large airship was seen in California on the evening of November 17, 1896, by several hundred residents of Sacramento. Observers were able to discern a definite oblong shape behind the light and said it was moving purposely against the prevailing wind.
>
> From California, sightings of the Great Airship began moving across the country. Tens of thousands reported seeing the ship, or ships, and estimates of its speed ranged from five miles per hour to more than 200 mph. The reported high speeds are noteworthy. I remember reading an article in the 1897 papers in which prominent scientists asserted with authority that humans could not survive speeds greater than 40 mph.* Therefore, to claim something moved at greater than 100 mph meant it was traveling faster than anything known.
>
> It should be noted that in 1897, a Denison, Texas, farmer named John Martin saw a dark flying disk high in the sky. According to the Denison Daily News, Martin described his UFO as a "saucer," thus first coining a term that would not come into common usage for another 50 years.
>
> There were hoaxes associated with the flap. In the 1960s, an aging railroad telegrapher confessed that the entire airship story was just a joke concocted by railroad men in Iowa. He said when the joke spread to Texas, railroad worker Joseph 'Truthful' Scully was selected to initiate the tale. Pranksters in Iowa admitted they made luminescent hot-air balloons out of tissue paper

* Despite the authenticity of this assertion, the scientists were behind the times. By 1897, steam locomotives in England had been reliably clocked at speeds over 80 miles per hour.

and candles, provoking sightings across the southern portions of the state on April 10, 1897.

Yet hoaxes could not account for all the sightings. It was clear that something was flying through the air in 1897. If that something was a manmade dirigible, no one ever came forward to take credit. The first recorded dirigible flight in the United States was in 1904 when Thomas Baldwin's "California Arrow" lifted off from Oakland, California.

Author and debunker Philip J. Klass, after reviewing reports of the airship, concluded: "The events demonstrate that when the public has been conditioned by the news media to believe that there are strange objects in the skies, many people will report having seen such objects, even when the objects do not really exist." While Klass's thesis undoubtedly is sometimes true, it does not hold up when considering the slow transportation and communication of 1897. Radio was nonexistent and newspapers took days, even weeks, to be delivered. Many of the airship witnesses in small Texas towns could not have heard of the other far-flung sightings.

After reviewing the airship literature, Marrs could not draw any firm conclusion, so he began interviewing people in Aurora. He recounts:

The population of the little hamlet in 1973 was less than 500. They seemed almost evenly divided in their beliefs concerning the crash—half claimed it really happened while the other half claimed it was merely a hoax perpetrated by Hayden, a stringer for local newspapers who had previously written several satirical pieces.

I learned that Etta Pegues, a stringer for the Fort Worth Star-Telegram in 1973, was a major source for the news media regarding the crash. "It's all a hoax," she said flatly. "I have talked to people who were alive then. They all said Judge Proctor had no windmill." Her primary source of information was Robbie Hanson.

Robbie Reynolds Hanson was 12 years old on the day of the crash. Her family lived outside of town and no one knew anything about it until a man rode by several days later and told the story. "I remember my father remarked that the judge outdid himself that time," she recalled.

Wise County Historical Commission Chairwoman Rosalie Gregg has consistently decried the Aurora story as a hoax. Her primary source of information was Etta Pegues. So Hanson, who by her own account had no first-hand knowledge, told her friend Pegues the story was a hoax and this was passed along to Gregg. It was this version—the hoax version—that most frequently found its way into media accounts.

Brawley and Etta Oates bought Judge Proctor's property about 1945 and lived there for years. Brawley died about the time the 1973 publicity about Aurora broke. "I heard the story for years," said Mrs. Oates, adding: "Nothing

grew for years in that one spot in the field where that spaceship is supposed to have hit." The Oates family all suffered serious health problems, including cysts and goiters, which they told me were caused by drinking water from the old well where the crash occurred. "I've been told it's radioactive," Mrs. Oates confided.

Hands of Brawley Oates display disfiguring cysts from drinking tainted well water.

By 1973, there were only three people still living who may have had direct knowledge of the crash. One was Robbie Hanson, who admitted she had no personal knowledge. Another living witness was Mary Evans, then almost 92 years old. She said, "I was only 15 at the time and had all but forgotten the incident until it appeared in the papers recently. We were living in Aurora at the time, but my mother and father wouldn't let me go with them when they went up to the crash site at Judge Proctor's well. When they returned home they told me how the airship had exploded. The pilot was torn up and killed in the crash. The men of the town who gathered his remains said he was a small man and buried him that same day in Aurora Cemetery. That crash certainly caused a lot of excitement. Many people were frightened. They didn't know what to expect. That was years before we had any regular airplanes or other kinds of airships."

Neither of these two elderly women had any direct knowledge. One said it happened because her parents told her about it, while the other said it was a hoax because that's what her father said. Pro and con—you could take your pick.

Then there was Charlie C. Stephens. He was 83 in 1973 and, although somewhat physically enfeebled, appeared to retain a clear mind. Speaking through the screen door of a relative's house, he told me that he had always declined to talk to reporters about the crash because he "didn't want to get involved." Finally, after some neighborly conversation—in my part of the country they call it "visiting"—Stephens loosened up and gave this account:

As a boy less than 10 years old, he was with his father putting some cattle out to pasture on the morning of April 19, 1897, when the pair saw a cigar-shaped object with a bright light pass overhead. The craft was very low and moved straight ahead toward Aurora about three miles to the north. The pair then heard what seemed to be an explosion and a fire lit up the northern

sky for several minutes. "I wanted to go immediately and see what had happened," Stephens recalled. "But my daddy said we had to finish our chores."

Stephens said his father rode a horse into town the next day. Returning to the family farm, he described a mass of torn metal and burned rubble. He made no mention of the pilot. This struck me as a credible detail. According to the contemporary accounts, the pilot was buried the same day as the crash. So when Stephens' father was in town, there was no body to view and, being a conservative farmer type, he declined to talk about anything he had not personally seen. But the elder Stephens had no trouble talking about the crash.

"During the years I was growing up he told me the story many times," recalled Stephens, adding he was almost 20 years old before he heard about the dead pilot.

A chart of the Masonic Cemetery showed no unidentified graves. However, Mrs. Isla Finlayson, a resident of nearby Rhome who cared for the cemetery in the 1960s and 70s, said many people were buried without headstones and that early maps did not list all burials. "There were a lot of people out there we don't know about," she told a reporter.

On it went. For every claim, there was a counter claim. All Marrs was left with was one witness, Stephens, and some bits of metal gathered from the crash site. It was hardly convincing evidence. But then, Marrs says, the story took an intriguing twist:

After analyzing some of the metal from the Aurora crash site, physicist Dr. Tom Gray of the University of North Texas in Denton stated in a news release that at least one fragment was "puzzling." Gray said three or four samples he studied using "highly sensitive" equipment had "properties and content common to metals of this area." But the fourth "may require more investigation," he said. The fourth fragment appeared melted and looked as if it had been "splattered on the ground." Gray said the most intriguing aspect of the fragment was that, although it was made up primarily of iron, it displayed no magnetic properties. He added that the piece was shiny and malleable instead of dull and brittle like iron. The piece was determined to contain 75 per cent iron and 25 per cent zinc with "a few trace elements." Yet it was not magnetic like stainless steel that contains only 15 per cent iron.

Debunker Klass later wrote: "Subsequent analysis of the fragments by scientists at the National Aeronautical Establishment of Canada reportedly showed the metal fragments to be commonplace, without unusual composition or structural characteristics." However, Klass offered no citation for this statement and I have remained unaware of this development. Anyone with a suspicious mind might ask if the Canadian study actually took place and if so, did they receive all of the original fragments or just the commonplace ones. As will be seen, there is a reason for my suspicions.

CHALK OUTLINES a rough carving on a grave headstone indicating the shape of a legendary spacecraft that supposedly crashed in 1897 at Aurora, Wise County. At least two elderly residents of Aurora recall the crash and the burial of the pilot's dismembered body beneath a rock in the cemetery.

Aurora Cemetery Texas State Historical Marker, erected 1976—"...This site is also well known because of the legend that a spaceship crashed nearby in 1897 and the pilot, killed in the crash, was buried here."

While the fragments were being studied, Bill Case had written further on the Aurora story and had generated some interest in exhuming the small grave. Marrs was excited. An exhumation might settle the matter once and for all. But it was not to be.

> Despite the fact that no legal action had been taken to seek an exhumation, several Aurora residents, including cemetery directors, stood guard at the cemetery to prevent any unauthorized digging and threatened to seek a restraining order against anyone who tried. "They are afraid you'll dig up grandma," explained Decatur attorney Bill Nobles. H.R. "Pig" Idell, then Aurora's city marshal, "rode shotgun" on the cemetery for about two weeks to prevent any digging. "We didn't call out the National Guard," Idell recalled, adding: "There was me, the sheriff, and a couple of deputies; that was enough." The night after the patrols stopped, the strange headstone was stolen.
>
> Vandals, souvenir hunters, anyone could have taken the headstone. More unexplainable was the fate of the metal in the grave. A few months after the exhumation furor had died away, Bill Case met me at Aurora, saying there was something he wanted to show me. Running his metal detector over the small grave, there were no readings. He knelt down and showed me three small holes that had been drilled in the exact location of the metal. "They took it away," he said cryptically. "Who do you think did this?" I asked. Case looked me in the eye and replied, "The government." Case died about a year later.

With the headstone and grave metal missing, an exhumation impossible and even the old timers squabbling over the truth of the crash, excitement over the Aurora story quickly faded.

Debunker Curtis Peebles displayed an obvious lack of understanding about the crudeness of life in 19th century rural Texas in his book Watch the Skies! A Chronicle of the Flying Saucer Myth when he summed up the Aurora crash thusly: "In retrospect, it is clear there is nothing to back up the story of the Aurora crash except the single newspaper article. There were no follow-up articles, no photos, no police reports, no letters or diaries mentioning the crash, no samples of the wreckage, nor were the spaceman's papers ever published. The other airship stories in the Dallas Morning News were all tall tales. There is no evidence the newspaper or its readers ever believed it was more than that."

Marrs continued to puzzle over the case. He explains:

> I have tried to convince myself that there was nothing to the story, but there were too many oddities—the context of the Great Airship Mystery, the small grave containing significant bits of metal, the "puzzling" fragment, the deformities of the Oates family, the recollection of Charlie Stephens. And if the story was merely a hoax, why would anyone use sophisticated equipment to surreptitiously remove the metal from the grave?
>
> To compound the puzzle, years later my wife, who was teaching school in the area, was told in all seriousness by Pig Idell's son, James Idell, that his grandfather had helped bury the pilot, described as "a three-foot-tall, big headed spaceman." The son said his father knew who took the headstone but was helpless to do anything about it. As a law enforcement officer powerless to do anything about a crime, his statement indicated some kind of official secrecy at a higher level of authority.
>
> My investigation came to a climax in the spring of 2003, when I obtained a copy of the full front-page of the Dallas Morning News for April 19, 1897.
>
> There were 16 news stories squeezed into the seven columns of the old newspaper. All 16 concerned the object flying across the skies of North Texas.
>
> The reports were from correspondents from as far north as southern Oklahoma to as far south as Austin. The object was referred to mostly as the "airship" but also as "the great aerial wanderer," the "flying jenny" and the "aerial monster."
>
> The correspondent in Wortham, Texas, reported: "Capt. John A. Lilly, a prominent and respectable citizen of this place, a Mexican war veteran, claims that he saw the mysterious airship last night [April 18] at 9.30. He says it was going straight up. The captain is noted for his truthfulness."
>
> Another story may have provided insight into the often-asked question of why UFOs don't just land and ask to be friends. In a story datelined Grandbury, Texas, it was reported: "Newt Gresham last night at 9:10 o'clock, while

drilling the Riddle Rifles, discovered that mysterious flying jenny of which we have heard so much. Newt could not stand the sight of the air machine, so he ordered the company to open fire on the object, which it did, and the whole town was soon aroused."

Apparently, there was even some communication with the flying object. A Mr. C. G. Williams of Greenville, Texas, reported he was trolling in a field at night when "suddenly I was aroused by a brilliant light in front of me. I was dazzled by the light and frightened almost out of my senses. I should have left the place at once but my legs refused to move."

Williams said he saw three figures come out of the craft and approach him. One said, "See here, young man, don't give this thing away. We are experimenting with this vessel. So far, it's a surprise. We expect to revolutionize travel and transportation." One stranger explained that they had developed the craft in a secret lab in New York State and had decided to take it for a test flight. "About two weeks ago, I started accompanied by these two assistants to make a trial trip," the stranger explained. "We started at night to avoid being seen. Everything worked so well that I decided to keep going, and I soon found myself passing over the state of Indiana."

Yet another witness, a Judge Love of Waxahatchie, Texas, claimed to have encountered the silver, cigar-shaped object on the ground being attended to by five "peculiarly dressed men" who said they came from a secret tribe that lived at the North Pole. After receiving detailed information about this strange land to the north, Judge Love said: "We then shook hands with the crew and they stepped into their ship, rose in the air and started towards Waco."

"Until tonight the airship has been regarded as a fake by our people. There is, however, no unbeliever now," reported the correspondent R.M. Tate of Peden, Texas. "At 8:36 p.m., just as the northbound passenger train No. 12 pulled into the station, the ship was seen traveling in a southern course, moving at the rate of about forty-five or fifty miles an hour...."

The accounts continued story after story. Something big and fast—though sometimes slow—was flying through the skies of North Texas in 1897, six years before the Wright brothers flew at Kitty Hawk, six years before anything manmade was in the air.

While the Aurora crash story underscores the problems and issues involved in seeking the truth of the UFOs, it is now clear to me that the Aurora spaceship crash story is based on reality, a reality that flew over America in the late 1800s.

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[1] Jim Marrs is the author of *Crossfire: The Plot that Killed Kennedy*, which was used as the basis for the blockbuster movie *JFK.*, along with *Alien Agenda, Rule By Secrecy, Inside Job* and others. His website is *www.jimmarrs.com.*

STRAVROPOL

RUSSIA, LATE 19TH CENTURY

In March 1957, A.A. Mikhaylov, the Chairman of the Astronomical Council of the USSR Academy of Sciences, received a letter from a woman named Ol'ga Vasilievna Maslennikova, who informed him of a story told to her by her landlord that concerned a "strange apparition [that] flew into a village of the Stavropol province" many years previously. She continued: "Three dark-skinned men came out of it. They were breathing hard, making signs, and soon died since they could not breathe air. The village residents quickly pulled apart the thing in which they had landed."

A similar account came from Irina Danilova of Moscow, whose letter apparently corroborating the story of Ol'ga Vasilievna was published in the newspaper Anomaliya in 1985. She had heard a practically identical tale from her grandfather, but was able to add that the object that the mysterious men arrived in "resembled a big arrowhead," and "subsequently the local people disassembled the machine, using the metal for manufacturing household goods...." The bodies of the crew were reportedly "buried without cross or church ritual."

No date was provided for this case; however, research undertaken by Dr. Yuriy N. Mozorov[1], a professional folklorist and a graduate of the philological faculty of Moscow University, suggests that it probably occurred in "the late 19th century." Although Dr. Mozorov has appealed for additional, corroborative data on this case, thus far it has not been forthcoming—which may not be a surprise, considering the age of the incident. Nevertheless, he states: "...the story itself remains an intriguing and thought-provoking one. At least in these respects it seems to be worthy of its title—the Russian Roswell."

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[1] "The Russian Roswell: A Legend Under Examination," Fate, Yuriy N. Morozov, Ph.D., April 2004.

CAPE GIRARDEAU

MISSOURI, USA, 1941

The initial data in support of this case can largely be traced back to Leonard Stringfield's book UFO Crash/Retrievals: The Inner Sanctum, Status Report VI, in which he shared the contents of a letter from Charlette Mann, the granddaughter of Reverend William Huffman, a traveling Baptist minister who had moved to Cape Girardeau, Missouri, to live and began ministering at the Red Star Baptist church in early 1941, according to church records. Mann's letter to Stringfield recounted the deathbed confession of her grandmother who, during the course of several days, described an unusual event that Reverend Huffman apparently attended "late one early spring night" just 10-15 miles by car outside of Cape Girardeau in 1941. According to the deathbed confession to Mann, when Huffman arrived at the scene, police officers, fire department personnel, FBI agents, and photographers were already in attendance. Huffman was reportedly asked to "provide blessings" to the three dead occupants of the craft. During this process Huffman allegedly observed a "command module with hieroglyphic writing inside" and prayed over each of the obviously non-human entities.

When the military arrived on the scene, said Mann, everyone was sworn to secrecy; however, upon returning home to 1530 Main Street, the reverend chose to share the story with his wife and family. It was this re-telling of the events that night to his wife, Floy, that Charlette would hear from her grandmother years later, in 1984, over the course of several days as she lay dying of cancer.

As principal researcher[1], this author has investigated the case extensively and finds it important to note that this is not the only time Charlette was exposed to this story. During her childhood, she heard bits and pieces during conversations with her father and uncle. When Floy was dying, Charlette pressed her to fill in the specific details as to what really happened that spring evening in 1941. It took a fair amount of pleading with her grandmother initially to convince her to violate the commitment she had made to her husband not to speak of it. Eventually, Charlette succeeded in extracting the story. She kept after the story for several days, clarifying with her grandmother until Charlette was confident that she completely understood what had happened.

Starting with Stringfield's report and later personally meeting Charlette, this author became convinced that here was a credible witness and bizarre story that was in dire need of validation. In an interview, Charlette Mann provided greater detail regarding the alleged incident at Cape Girardeau, including extraordinary

details of a photograph purportedly taken at the crash site that showed one of the recovered alien bodies.

Charlette Mann, granddaughter of witness, describes deathbed confession and startling alien photo in TV documentary "The Secret."

I saw the picture originally from my dad who had gotten it from my grandfather who was a Baptist minister in Cape Girardeau Missouri in the spring of '41. I saw that [picture] and asked my grandmother at a later time; she was at my home fatally ill with cancer, so we had a frank discussion. She said that grandfather was called out in the spring of 1941 in the evening around 9:00-9:30, that someone had been called out to a plane crash outside of town and would he be willing to go to minister to people there—which he did. Upon arrival, it was a very different situation. It was not a conventional aircraft, as we know it. He described it as a saucer that was metallic in color, no seams, did not look like anything he had seen. It had been broken open in one portion, and so he could walk up and see that.

In looking in, he saw a small metal chair, gauges and dials and things he had never seen. However, what impressed him most was around the inside there were inscriptions and writings, which he said he did not recognize, but were similar to Egyptian hieroglyphics. There were 3 entities, or non-human people, lying on the ground. Two were just outside the saucer, and a third one was further out. His understanding was that perhaps that third one was not dead on impact. There had been mention of a ball of fire; yet, there was fire around the crash site, but none of the entities had been burned and so grandfather did pray over them, giving them last rites. There were many people there, fire people, photographers; and so they lifted up one, and two men on either side stood him up and they stretched his arms out. They had him up under the armpits and out here. As I recall from the picture I saw, he was about 4 feet tall, appeared to have no bone structure, soft-looking. He had a suit on, or we assume it was a suit; it could have been his skin, and that looked like crinkled, soft aluminum foil. I recall it had very long hands, very long fingers, and I think there were three, but I cannot swear to that.

Other living, supporting witnesses included Charlette Mann's sister, who confirmed her story in a notarized, sworn affidavit; and the brother of the Cape Girardeau County sheriff in 1941, Clarence R. Schade. Before presenting testimony further below, it may be useful, especially for readers realizing the

weight of UFO evidence for the first time, to ask whether there are public, authentic documents that support and corroborate the hypothesis of a pre-Roswell crash retrieval event. Let us quickly survey documents that have emerged from multiple leaked sources, as well as from official government archives in recent years. (Readers who seek more can find voluminous records and analysis at www.majesticdocuments.com.)

Rev. William Huffman, who administered 'last rites' at Cape Girardeau crash site.

Seven leaked documents from three sources since 1994 provide both direct and indirect support for crash retrieval events in the possible timeframe recounted by Reverend Huffman. As previously noted, documentary evidence comes in a March 1942 memo about the February 1942 so-called "L.A. Air Raid." For about an hour over Los Angeles a slow-moving disk-shaped craft was illuminated with spotlights, and 1,430 rounds of ammunition were fired at it with many clear, direct hits, according to witnesses. (If nothing else, the Army was chagrined that such an extensive aerial barrage had resulted in some deaths and property destruction from falling debris of exploded shells.) Gen. George C. Marshall then wrote a Top Secret memo to President Roosevelt about this event, requesting an investigation of military records of "unconventional aerial phenomenon" [sic] dating back to 1897—a likely reference to the Aurora "airship" case.

FBI Director J. Edgar Hoover may have also weighed in on the Los Angeles case in a handwritten note on an FBI memo about UFOs dated 10 July 1947. At the end of a declassified memo requesting involvement with the Air Force's UFO cases, Hoover writes: "I would do it, but before agreeing to it we must insist on full access to disks recovered. For instance in the La. Case the Army grabbed it and would not let us have it for cursory examination." The research question is whether Hoover's note concerns Los Angeles because of the "air raid," Los Alamos because that is where Roswell wreckage was taken, or Louisiana? Odds favor Louisiana, because this is the right mailing format for the time—La.—and Hoover was very good about his capitalization and initials. But it may have referred to Los Angeles. In any case, it is more evidence for pre-Roswell crash events.

Another document annotated 24 Sep 47 and classified MAJIC EYES ONLY discusses "evidence ... deemed extraterrestrial in nature" and makes specific reference to a "discovery in 1941 ..." Several pages further the document comments: "Even the recovery case of 1941 did not create a unified intelligence effort to exploit possible technological gains with the exception of the Manhattan Project."[2]

There is no mistaking that the document refers to crashed UFOs, as it is titled "MISSION ASSESSMENT OF RECOVERED LENTICULAR AERODYNE OBJECTS AND IMPLICATIONS–IN FIVE PARTS" and focused on the "PROJECT WHITE HOT INTELLIGENCE ESTIMATE (PRELIMINARY)" examining a UFO recovered in 1947 from Socorro, NM. This "ULAT-1" (unidentified lenticular-shaped aerodyne technology) was assessed as "the product of an advanced culture from another planet that is much older than ours and has utilized the science and intellect for interplanetary space travel." The document puts the 1947 event (Roswell) in the historical context of an earlier crash recovery in 1941. Charlette Mann knew nothing of this leaked document, so it is remarkable that her testimony about an event in 1941—years before the now highly publicized events of 1947—is corroborated.

Stunning indication of pre-Roswell events comes from a leaked letter in which President Franklin D. Roosevelt writes to Gen. George C. Marshall on February 27, 1942: "I have considered the disposition of the material in possession of the Army that may be of great significance toward the development of a super weapon of War...Consultation with Dr. Bush and other scientists on the issue of finding practical uses for the atomic secrets learned from study of celestial devices..."[3] Written only days after the L.A. air raid and its associated UFO recoveries, there would have been no time to discern "atomic secrets learned from study of celestial devices" [note the plural]—so the President must be referring to even earlier recoveries of multiple craft.

Key documents in the trove that Dr. Wood and this author have carefully investigated were leaked primarily by anonymous sources sending them to the mailbox of UFO researcher Tim Cooper. Tim provided them and has cooperated closely with us. In a dramatic development, however, one of the principal sources—an elderly man using the name Thomas 'Cy' Cantwheel—not only sent Tim documents but finally initiated brief face-to-face contact. While Tim was never able to trace him further, the source provided highly credible comments about his career in intelligence. In a letter dated January 30, 1996 the mysterious source writes a short sentence about an "aerodyne recovered in 1941 that crashed in southwestern Missouri and the one captured in 1942 in Louisiana." We note the adjective "southwestern" rather than the presumably correct "southeastern," if it is referring to Cape Girardeau. Is this just an innocent mistake by a nearly 90-year-old man misremembering or mistyping, or is he misdirecting us from the true event? Note that other Cantwheel statements have provided valid information in the past. His comment here may correlate with J. Edgar Hoover's possible reference to a disk recovered in Louisiana.

This raises the ever-nagging question in UFO research: how do we know that these fantastic statements and documents are authentic?

Key evidence for authenticity is format and language. (We will not exhaust the subject here, but those wanting more than a summary can access Dr. Wood's and this author's studies online.) For example, Gen. Marshall's memo leading to

creation of the Interplanetary Phenomenon Unit uses exactly the right document numbering system, as only two weeks after the memo was written, Marshall's office switched from the OCS (Office of the Chief of Staff) numbering system to the War Department system. Beyond this, unfortunately, we do not have the original paper and ink to test. A memorandum from President Roosevelt addressed to the "Non-Terrestrial Science and Technology Committee" dated February 22, 1944 says that "application of non-terrestrial know how in atomic energy" is important but that until the War is won "our principal object is not to engage in exploratory research of this kind but to win the war as soon as possible." Later after victory, writes the President, "funds can be devoted to understanding non-terrestrial science and its technology ...." This implies that the U.S. had such technology in hand. The President commends the committee under Dr. Vannevar Bush. The document is signed in the President's own hand and marked "DOUBLE TOP SECRET." Is this not an obvious phony classification that a hoaxer would never use? No. While unconventional and rarely seen, this marking is known to have been used for highly sensitive subjects.

In the "MISSION ASSESSMENT OF RECOVERED LENTICULAR AERODYNE OBJECTS" of September 24, 1947, we find period language; highly authentic appearance; and the author's lament that the craft recoveries have not yet led to a "unified intelligence effort"—a subtlety unlikely to emerge from whole cloth and insert seamlessly if a hoaxer were seeking to prove just the opposite point—that this subject is, in fact, real and the subject of intelligence interest. Other areas of convincing content include reference to obscure names, such as the document's inclusion of Captain Charles A. Buchanan on the circulation list. Buchanan is important because he was listed as a member of the mission in the "White Hot" report. During tabulation of President Truman's White House switchboard traffic (who called whom, when, and how often), this author came across the name of Captain Charles Buchanan. He was the only Captain ever mentioned in the 1947 phone records and, remarkably, General Carter in the White House called Captain Buchanan on July 7, 1947 at 4:44 PM—just days after the astonishing reports on July 4 from New Mexico.

Returning to Charlette Mann, several leaked documents above corroborate in broad terms both that UFO crashes and recoveries had occurred and that there were instances even prior to 1947. This was not public knowledge nor generally accepted when Charlette approached researchers. She spoke her own truth, telling this author:

> My grandfather upon arrival, said there were already several people there on the scene, two that he assumed were local photographers [and] fire people; and so not long after they arrived, military just showed up, surrounded the area, took them off in groups separately, and spoke to each of them.
>
> Grandfather didn't know what was said to the others, but he was told: 'This didn't happen. You didn't see this. This is national security; it is never

to be talked about again.' My grandfather was an honorable man, being a preacher, that's all that needed to be said to him. And so he came home and told the story to my dad, who was there, and my grandmother and my uncle.

Now, my mother was expecting at the time, so she was off in the bedroom. My sister was born May 3rd 1941, so we are assuming this was the middle to the last of April. And he never spoke of it again. But about two weeks later, one of the men—who had a personal camera that he had put in his shirt pocket—approached grandfather and said: 'I think someone needs a copy of this. I have one and I would like you to keep one.'

So that's how it came about that grandfather had the picture to begin with. But he never spoke of it again. The other people seem to be very intimidated and very frightened and paranoid.

Given Charlette Mann's testimony of her grandfather seeing police officers, plainclothes people and military men at the site, the most appropriate officials would have been the County sheriff, Cape Girardeau or Jackson, MO police departments and associated fire departments along with the FBI and coroner. Since this event happened outside of the town limits, the county sheriff would have been the responsible party, Ruben Reinhold Schade. After his employment at the sheriff's department, Schade went to work for the *Southeastern Missourian* newspaper. His children have been contacted—as has his brother, Clarence R. Schade, who provided a supportive, but not definitive, statement when interviewed: "Yes, I heard of a space ship with 'little people' back a long time ago but never believed it." Although nowhere near as powerful as the Huffman—Mann testimony, one might give it partial credit for being a sincere recollection, especially given the wording he used: "little people" rather than ET or alien, as used frequently today in popular culture.

The Cape Girardeau police chief in 1941 was Marshall F. Morton, who died in 1974. What is interesting about Morton is that after this event he was selected to attend the FBI Academy in Quantico, Virginia and spent two years there on and off between 1941 and 1946. Does this appointment seem logical for a very small Midwest town? Taking the issue a step further, just weeks before this UFO crash event outside of Cape Girardeau, the FBI opened an office—ostensibly a satellite from St. Louis—with Special Agent G. B. Norris making the announcement. The agent assigned to this field office is unknown at present.

The fire department under the direction of Chief Carl James Lewis is potentially one of the most useful sources of information. The fire department kept detailed notes on the fires it went to—including date, time, location, durations, causes and damage estimates. Due to the outstanding research by on-site historical research assistant, Margaret Harmon, we have found and secured photocopies of the entire 1941 fire logbook. This official record offers several tantalizing dates for a possible crash event (see below).

The testimony has the military coming to swear everyone to secrecy and take away the evidence. Where did they come from? The answer may be just a short fifty miles away—the Sikeston military base. This was not some minor military base at the time, but was the 'Top Gun' flight-training base before World War II started. Hundreds of pilots were trained there, and there was also a large contingent of British flight instructors working through a private corporation and not on the direct military payroll. It was logical that some of these soldiers and officers would have been called to initially examine and ultimately manage the transportation and removal of the wreckage back to the base. Besides military guards and truck drivers, most likely the commander, medical officer and intelligence officer would have either visited the site or seen the wreckage first hand. We have pictures of many of these individuals and a short history of the main unit, the 309th. At the time of this writing, further details and unit histories are being researched at the National Archives and the St. Louis National Personnel Records Center. Ideally, this will pin down precisely the people who would have been responsible. After that, the next mission is to find them or their living children.

Allegedly, there were three dead non-human bodies and they would have needed to be removed. How would that have been done? Little caskets, as in the Roswell case, or field body bags on stretchers? It is uncertain. It is interesting that one of the local funeral homes at the time was called Cracraft-Miller. Cape Girardeau police officer John Cracraft was likely involved because everyone on the force would know about his family connection, especially the coroner.

It is logical to believe that if this event is real, many others would have heard about it over the years in secretive conversations or wild tales. Huffman stated—according to his granddaughter Charlette—that, besides military, there were photographers at the scene. One of the most likely candidates was Garland F. Fronabarger—Frony, according to his obituary. He was a photographer for six decades, many of them with the *Southeastern Missourian* newspaper. In 1941, he supported the paper via contract work, and was out in the community applying his profession. He had a reputation as a great photographer and, surprisingly, was a good friend of Senator (later President) Harry Truman. Besides being a Baptist and logically attending Reverend Huffman's church, he was known for his color photography of roses—one of Rev. Huffman's horticultural passions.

Garland Fronaberger

What happened to one of the potentially most important aspects of the case, that could turn out to be a true "smoking gun": the alleged photograph of one of the retrieved, dead alien bodies? This author has delved into this aspect of the story in-depth. A genuine alien photograph would be outstanding supporting evidence for this case. To review, a few weeks after the event, a photographer who was at the scene approached Huffman and gave him a copy

of a photograph depicting two police officers and the dead alien being held between them. In a videotaped interview that retold the story of the alien picture and how she came to be aware of it, Charlette Mann stated:

> Well, the first awareness that I had of it is actually a picture that my father had and it was at a dinner party. And I had heard rumors, and bits and pieces over conversations, but it was a picture, an old picture, because it had...it was like the old Kodak, with the little lines and scallops around it. There were two men holding up a non-human, is the best way I can describe it; [a] little entity, a little person, who appeared to be about 4 feet tall. They had him under the armpits with arms outstretched on either side of him. And he was...it was difficult to tell if it was his skin or a suit. It looked as if he had no bone structure, very, very long arms. I vaguely remember three fingers, but I couldn't swear to that. He had the oval eyes, a slit for a mouth and it looked like two little dots where ears should be, and his skin looked as if it were soft, crinkly aluminum foil, not that thick. I remember at the time it making a large impression on me, because of the eyes; so I can't tell you what his feet were like because I didn't see that.

Mann added:

> Well, it never actually left me, that picture haunted me. And I had heard bits...just as a child, bits and pieces of this puzzle, for me it was a puzzle. And to hear things from my father was one thing; but it was very important I had validation from a more solid place. So when my grandmother became ill and came to our home while she took chemotherapy, I approached her to speak of it. And two times she turned me down. She said: 'Your grandfather said we would never speak of this again, so I won't.' And finally in desperation, I said: 'Grandmother, this is something that is important for me, and grandfather is gone and it's been a long time.' So, then she sat down and she filled in all the details, the missing things, as to Cape Girardeau, being the town, the year, in spring, she said, light jackets, but not hot. So all of the pieces fell together."

Research has uncovered further data on this extraordinary piece of evidence. Charlette's father, Guy Huffman, had told the crash retrieval story and had offered the photograph as proof to a photographer friend of his in the 1953-1955 timeframe. The photographer's name was Walter Wayne Fisk. Prominent UFO researcher Stan Friedman, also recognizing the importance of this picture, tracked Fisk down in New Mexico and spoke with him on the telephone, where a strange tale emerged. Fisk stated he had a doctorate in psychology, yet Friedman was unable to verify his claim along with Fisk's statement that he was an advisor to presidents. Fisk has repeatedly refused to answer or respond to phone calls or letters written by Charlette Mann. Is this the response of a forthcoming man? This au-

thor visited Fisk at his home in Albuquerque, where he denied ever receiving the alien picture, yet had a keen interest in UFOs and shared a story of "taking photographs of a daylight UFO up-close out the State Department window." During our thirty minute visit, he stated he was a surgeon rather than a psychologist, as Stan Freidman had heard. Perhaps Fisk will eventually break his silence, and we will get an answer concerning what happened to the picture, or we will get the "no comment" statement or similar brush-off. Either way, it is vital that this aspect of the case be resolved.

Now we come to other concrete questions. "When" may be easier than "where," but as of this writing solid progress has been made on both questions. We know from Charlette's testimony that Huffman was driven about 10-15 miles outside of town and then had to walk about one-fourth of a mile or so off the road into an open field where a fire was burning. Given these basic parameters, the search area has narrowed to about five square miles, actually areas adjacent to roads at the time. Historical aerial photography is available for October 1941 and provides a complete stereoscopic over-flight of the area. One area looks promising. This target area was visited in August 2000 with metal detectors; however, nothing of significance was recovered. Other locations, identified by dowsers in the aerial photography have not yet been visited. Nevertheless, there are encouraging leads. The fire department records for Cape Girardeau are very precise. Although there is no clear, stunning match with Charlette's story, there are several good candidates. According to the story, the fire department was on site. But which one: Jackson or Cape Girardeau or both? If they were sworn to secrecy by the military, would they write the event down in their logbook, or would they record it accurately? At present, all we have is the Cape Girardeau fire logbook for 1941. An examination of fires in the evening for late March and April show only a few possible matches. On March 30th, from 6:22 pm to 6:58 pm in Houck Woods. On April 22, from 11:59 pm to 4:35 am at the Blattner brothers residence out highway 61, again the right area. It will take a review of the historical aerial photography to verify these fires. Charlette's testimony is that it happened one evening in April 1941 because her mother was pregnant with her sister, who was born on May 3rd of 1941.

At this time, the precise location and date is unconfirmed, and further research with police, military records and fire call logs is planned along with aerial photography and ground surveys. Although of speculative value without confirmation, Joe McMoneagle of Intuitive Intelligence Applications provided remote viewing data purporting that there are small pieces of wreckage still at the crash site that are recoverable. Annette Martin, another well-known psychic sleuth, confirmed much of the Huffman–Mann story and provided new, checkable data.

What is the overall assessment of what may be one of the earliest credible reports of an alleged UFO crash on U.S. soil? After working on this case for about two years and talking with Charlette Mann on numerous occasions, either by phone, over dinner or in front of a television camera, this author has found no hints of deception or confabulation in her story or demeanor. Like Leonard

Stringfield ten years earlier, this author concludes that Charlette is a very sincere woman with a quality case worthy of a dedicated effort at validation. The story does not hinge on Charlette's testimony alone: there are tangential recollections from credible people that loosely support the event, like that of Clarence Schade. Then there is the deliberate silence of Wayne Fisk, the last person to have handled the alien picture. Adding more weight to the truth is the highly believable and likely authentic military and presidential documents that support a crash-retrieval in 1941. It is the totality of these facts that lead one to reasonably conclude there was a crash event as described by Reverend Huffman's wife to Charlette Mann.

The implications of this case, if fully proven, are part of the larger picture. Namely, extraterrestrial visitors are real; certain factions of the government have been hiding this fact since at least 1941; and the subject has been a matter of grave concern to several presidents. The recovered technology from this crash was funneled into the Manhattan Project, according to the leaked White Hot Report MAJIC EYES ONLY: "Even the recovery case of 1941 did not create a unified intelligence effort to exploit possible technological gains with the exception of the Manhattan Project."[4] Given this statement in 1947, it is logical to believe that government insiders were lamenting the lack of aggressive military exploitation of the ET hardware, but it is global society that has been cheated (e.g., no doctorates of alien exobiology have been awarded or gravity control companies founded.) Ironically, it may not be society that benefits from this event but the city of Cape Girardeau, as tourists flock to visit the site and learn more about a special time and place in history.

The final resolution to this case is still out there. It may come in the form of physical evidence, bits of wreckage, new witnesses, historical aerial photography, soil samples or archival research. All these fronts are being actively worked and there is reason to predict success.

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[1] "The First Roswell? Evidence For A Crash Retrieval In Cape Girardeau, Missouri," *UFO Crash Retrieval Conference Proceedings*, Ryan Wood, November 14-16 2003.

[2] The Manhattan Project was the successful, super-secret U.S. enterprise to create the atomic bomb.

[3] Dr. Vannevar Bush was a highly respected scientific advisor through World War II and the 1940s. In 1941, Dr. Bush had organized the National Defense Resources Council and, in 1943, the Office of Scientific Research and Development, which played a major part in creating the Manhattan Project and the first atomic bomb. He was later reported to lead the scientific exploration of UFOs as a member of the Majestic 12 group.

[4] 19 September 1947, 19 pages MAJIC EYES ONLY, title: Mission Assessment of Recovered Lenticular Aerodyne Object and Implications in Four Parts, see www.majesticdocuments.com for complete report.

CAROLINAS

USA, OCTOBER 1941

From investigator Walter Webb[1] comes the story of Guy Simeone, who served with the 26th Infantry Division prior to America's entry into the Second World War, and who in October 1941 was taking part in a huge military "war-game" maneuver "in the Carolinas" when an unidentified object crashed in the region.

According to Webb, he had been informed of the fact that Simeone's mother had some knowledge of her son's involvement in the event, which focused upon "a crashed round metallic object and a reference to little dead bodies from space."

Webb concludes: "Taking everything into account, I believe the Simeone episode should be classified as a tentative unknown."

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[1] *UFO Crash/Retrievals: Search For Proof In A Hall Of Mirrors, Status Report VII*, Leonard Stringfield, 1994.

NORTH OF GEORGIA

USA, 1942

Mary Nunn (pseudonym) reportedly served in a "key civil capacity" during the Second World War, according to Leonard Stringfield[1], and imparted knowledge (that Stringfield himself admitted was "sketchy") of an event that Nunn stated occurred "North of Georgia" in 1942 and that involved the crash and retrieval by the U.S. military of an alien spacecraft.

The object was "generally round" in shape, 15 feet wide and 10 feet high. Reportedly, a number of small creatures were found alive within the vehicle and displayed "bug eyes," a lack of hair, and "milky white" skin [2]—all died shortly after the recovery and transfer of the object to an unspecified location.

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[1] UFO Crash/Retrievals: Search For Proof In A Hall Of Mirrors, Status Report VII, Leonard Stringfield, 1994.

[2] Through the years, descriptions of alien entities have varied and will not be discussed in detail here. Yet it is certain that leaked documents and witness testimony has included this dramatic element in reports of UFO crash retrievals. Given the patterns of reports over time, it is quite possible that multiple species have emerged across the vast universe where intelligent life could emerge. The SOM1-01 Special Operations Manual refers to two species (see appendix). Though it is possible that some life may not resemble humans at all, humanoid morphology is a very logical "apparatus" and could evolve in many other places than planet Earth. It allows, for example, stereo vision and hearing; limbs free to manipulate objects; other limbs able to provide simultaneous locomotion; and a convenient container for the brain near the eyes and ears with an elegant network of nerves. The most commonly discussed beings are slender, gray-skinned, long-limbed, large-headed creatures with large oval eyes. We have no certain photographs, though intriguing images do exist. One of the most intriguing is printed here for the first time in the book's photo section.

LOS ANGELES AIR RAID

CALIFORNIA, USA, FEBRUARY 25, 1942

The devastating Japanese attack on Pearl Harbor of December 7, 1941, was still fresh in the minds of every American citizen when, in the early morning hours of February 25, 1942, a nightmare scenario began to unfold: the city of Los Angeles, on the U.S. mainland, seemed to be under attack.

There is no question that *something* in the sky that night provoked a wartime blackout, then a spectacular barrage of antiaircraft fire from coastal batteries. Here is how a historian for the U.S. Air Force described the incident:

> During the night of 24/25 February 1942, unidentified objects caused a succession of alerts in southern California. On the 24th, a warning issued by naval intelligence indicated that an attack could be expected within the next ten hours. That evening a large number of flares and blinking lights were reported from the vicinity of defense plants. An alert called at 1918 [7:18 p.m., Pacific time] was lifted at 2223, and the tension temporarily relaxed. But early in the morning of the 25th renewed activity began. Radars picked up an unidentified target 120 miles west of Los Angeles. Antiaircraft batteries were alerted at 0215 and were put on Green Alert—ready to fire—a few minutes later. The AAF kept its pursuit planes on the ground, preferring to await indications of the scale and direction of any attack before committing its limited fighter force. Radars tracked the approaching target to within a few miles of the coast, and at 0221 the regional controller ordered a blackout. Thereafter the information center was flooded with reports of "enemy planes," even though the mysterious object tracked in from sea seems to have vanished. At 0243, planes were reported near Long Beach, and a few minutes later a coast artillery colonel spotted "about 25 planes at 12,000 feet" over Los Angeles. At 0306 a balloon carrying a red flare was seen over Santa Monica and four batteries of anti-aircraft artillery opened fire, whereupon "the air over Los Angeles erupted like a volcano." From this point on reports were hopelessly at variance... "swarms" of planes (or, sometimes, balloons) of all possible sizes, numbering from one to several hundred, traveling at altitudes which ranged from a few thousand feet to more than 20,000 and flying at speeds which were said to have varied from "very slow" to over 200 miles per hour, were observed to parade across the skies. These mysterious forces dropped no bombs and, despite the fact that 1,440 rounds of anti-aircraft ammunition [other accounts say 1,430 rounds] were directed against

them, suffered no losses. There were reports, to be sure, that four enemy planes had been shot down, and one was supposed to have landed in flames at a Hollywood intersection.[1]

The foregoing "official" version of the story concludes that the whole incident was caused by misidentification of innocuous things like weather balloons trailing flares, coupled with a severe outbreak of jittery wartime nerves. Nonetheless, a secret memorandum to President Roosevelt from General George C. Marshall, Chief of Staff, released under the Freedom of Information Act in 1974, makes clear that top military brass took the incident very seriously. According to the memorandum:

From details available at this hour:
1. Unidentified airplanes, other than American Army or Navy planes, were probably over Los Angeles, and were fired on by elements of the 37th CA Brigade (AA) between 3:12 and 4:15 a.m. These units expended 1430 rounds of ammunition.
2. As many as fifteen airplanes may have been involved, flying at various speeds from what is officially reported as being "very slow" to as much as 200 mph and at elevations from 9000 to 18000 feet.
3. No bombs were dropped.
4. No casualties among our troops.
5. No planes were shot down.
6. No American Army or Navy planes were in action.
Investigation continuing... .[2]

Marshall may have assumed that this memorandum, classified secret, would eventually be seen by a number of military and government personnel who were not entitled to his inmost thoughts. In any case, he left at least one provocative question literally hanging in the air: How could U.S. coastal batteries fire for more than an hour at "unidentified planes" that were clearly visible to thousands of people on the ground, yet hit nothing?

Did Marshall know, in fact, that one or more "unidentified planes" had been brought down during the incident? This is the conclusion one must draw from a second, Top Secret memorandum sent by Marshall to Roosevelt on March 5, 1942. This document, copies of which were mailed anonymously to several UFO researchers from a Sacramento, California address, stated in part:

[I]t has been learned by Army G-2 that Rear Admiral Anderson, Director of Naval Intelligence, has informed the War Department of a naval salvage of one unidentified airplane off the coast of California [that], unlike the raid, has no bearing on conventional explanation. Further investigation has

> revealed that the Army Air Corps also recovered a similar object in the San Bernardino Mountains east of Los Angeles, which cannot be identified as conventional aircraft. This Headquarters has come to a determination that the mystery airplanes are in fact not earthly and according to secret intelligence sources they are in all probability of interplanetary origin.[3]

Based on this determination of "interplanetary origin," Marshall informed Roosevelt that he had ordered the creation of a special intelligence unit to "further investigate the phenomenon." This marked the inception of the Interplanetary Phenomenon Unit (IPU).

Although the second Marshall memorandum is not as easily authenticated as the first, the existence of the IPU is well established, as discussed in the introduction to this book. Likewise, the Los Angeles Air Raid, involving multiple unknown aircraft sighted by thousands of witnesses and subjected to a blistering barrage of antiaircraft fire, is beyond dispute. What remains in question is: did one or more of the unknown craft crash that night, to be subsequently recovered by elements of the U.S. Navy and Army Air Corps? Apart from Marshall's second memorandum, evidence is in short supply. Perhaps the needed evidence remains hidden in some secret government archive, awaiting eventual release.

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[1] *The Army Air Forces in World War II,* prepared under the editorship of Wesley Frank Craven, James Lea Cate. v.1, pp. 277-286, Washington, D.C. : Office of Air Force History : For sale by the Supt. of Docs., U.S. G.P.O., 1983

[2] *Above Top Secret, The Worldwide UFO Cover-up*, by Timothy Good; William Morrow, 1988; p.17

[3] reproduced in the introduction to this book

ENGLAND

WORLD WAR TWO

According to the late Gordon Creighton—a former diplomat, intelligence officer, and the editor of the magazine, *Flying Saucer Review*—a UFO crashed on British soil at an unspecified point during the height of the Second World War and was subsequently retrieved and studied by British authorities.

Creighton further stated that details of this early-to-mid 1940s crash (the precise date remains lost to the fog of time and official secrecy) were provided in 1955 to the late journalist and television personality, Dorothy Kilgallen.[1] It is a fact that in May 1955, Kilgallen made the following statement in an *International News Service* cable that was subsequently published in the *Los Angeles Examiner* newspaper:

Dorothy Kilgallen

> I can report today on a story which is positively spooky, not to mention chilling. British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions, but are flying saucers which originate on another planet.
>
> The source of my information is a British official of cabinet rank who prefers to remain unidentified. 'We believe, on the basis of our inquiry thus far, that the saucers were staffed by small men—probably under four feet tall. It's frightening, but there's no denying the flying saucers come from another planet.'
>
> This official quoted scientists as saying a flying ship of this type could not have possibly been constructed on Earth. The British Government, I learned, is withholding an official report on the 'flying saucer' examination at this time, possibly because it does not wish to frighten the public.
>
> When my husband and I arrived here from a brief vacation, I had no premonition that I would be catapulting myself into the controversy over whether flying saucers are real or imaginary." [2,3]

As to the identity of Kilgallen's surprisingly talkative source, Gordon Creighton stated that: "I had no doubt at the time as to who he was—a great leader and servant of our country who had represented us well both in one of the highest of

our military posts in World War Two and in the political sphere during the early post-war era. Our assumption at the time, and in later years, was that the official was Lord [Louis] Mountbatten.[4] I wrote to Dorothy Kilgallen at once, seeking further information, but never got a reply from her, and she died a few years later. We may take it as certain that she had been effectively silenced."[5]

Fragmentary data that may be related to this case has surfaced from a wide and varied body of investigators: In 1958, and in a letter to Coral Lorenzen of the Aerial Phenomena Research Organization (APRO), the Brazilian UFO researcher Olavo T. Fontes stated that he had learned of this retrieval on British soil in the 1940s from sources connected to Brazil's Naval Intelligence.[6] Similarly, Leonard Stringfield uncovered very brief details of the case from a retired U.S. Naval Intelligence officer in 1977, while speaking on the UFO subject at the Cincinnati, Ohio Chapter of the World Wings. [7] And John Lear stated in 1988 that he had been informed by one of his sources that the UFO had been "strapped to a [Boeing] B-17 aircraft and transported to the States."[8]

To date, that is where the data on this admittedly barely investigated case begins and ends. Nick Redfern[9] is the primary investigator on this case.

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[1] *Flying Saucer Review*, Vol.25, No.4; Vol. 31, No. 1

[2] *Los Angeles Examiner*, 23 May 1955.

[3] Unknown to Kilgallen, this assertion echoed the conclusions of a SECRET 1947 memorandum, found only years after Kilgallen's death, from Lt. Gen. Nathan Twining, commander of the Air Materiel Command, to Brig. Gen. George Schulgen, head of air intelligence, entitled "AMC Opinion Concerning 'Flying Discs.'" It states: "The phenomenon reported is something real and not visionary or fictitious." Twining—later appointed in 1957 by President Eisenhower as Chairman of the Joint Chiefs of Staff, concluded the memo: "It is recommended that: a. Headquarters, Army Air Forces issue a directive assigning a priority, security classification and Code name for a detailed study of this matter to include the preparation of complete sets of all available and pertinent data which will then be made available to the Army, Navy, Atomic Energy Commission, JRDB, the Air Force Scientific Advisory Group, NACA, and the RAND and NEPA projects ...."

[4] Lord Mountbatten, great grandson of Queen Victoria, served with distinction in the Royal Navy during World War II. In 1941, Prime Minister Winston Churchill appointed Mountbatten head of the Combined Operations Command, promoting him to vice admiral, lieutenant general and air marshall. At the culmination of his military career he served as First Sea Lord (1955-1959) and Chief of Defence Staff (1959-1965). Louis Mountbatten was murdered by an IRA bomb while sailing near his holiday home in Ireland in 1979.

[5] *Flying Saucer Review*, Vol.25, No.4; Vol. 31, No. 1.

[6] Letter from Olavo Fontes to Coral Lorenzen, 27 February 1958.

[7] *The UFO Crash/Retrieval Syndrome*, Leonard Stringfield, *The Mutual UFO Network*, 1980.

[8] Letter from John Lear to Nick Redfern, 6 May 1991.

[9] Nick Redfern is an accomplished researcher and widely recognized author of such books as *Cosmic Crashes*, *A Covert Agenda: The British Government's UFO Top Secrets Exposed*, *Strange Secrets: Real Government Files on the Unknown*, *The FBI Files: The FBI's UFO Top Secrets Exposed* More recently, in a controversial book titled *Body Snatchers in the Desert: The Horrible Truth at the Heart of the Roswell Story*, he advances a new theory that the story of a UFO crash at Roswell was a cover for use of humans in biological and nuclear experiments. Nick Redfern can be contacted at www.nickredfern.com

SAN ANTONIO

NEW MEXICO, USA, 1945

Reme Baca and Jose Padilla were young boys living in San Antonio, New Mexico in August 1945 when, they say, they literally stumbled across the remains of what they believe to have been an alien spacecraft.[1] Their personal account of the case displays many of the key ingredients of crashed UFO lore.

Reme Baca recalls that New Mexico in 1945 was more like the Third World than middle-class America—a state where a very small percentage of the population controlled a very large amount of the wealth, while about eighty percent lived at or below the poverty line. Baca's father was a sharecropper, responsible for the crops from tilling to harvest, for which he got a small share. Jose Padilla's family lived on a ranch to the south of the town, in a traditional adobe house with a well in the front yard and a nice shiny pickup truck that Jose was allowed to drive, since he was the only male in the family not serving in the armed forces at the time.

San Antonio, a small desert town on the main highway between Albuquerque and El Paso, Texas, is located some twenty miles northwest of the Trinity site where the first atomic bomb was tested on July 16, 1945. Jose was nine years old when he and his mother Inez experienced the birth of the nuclear age at Trinity. Inez had just seen her husband Faustino off to work. Jose was drinking a cup of hot chocolate when the flash, the sustained roar and the heat wave came. When his mother peeked through the door at the flash of light, she sustained permanent loss of sight in one eye.

It was not until three weeks later, on August 6, that the terrified residents of San Antonio learned, along with the rest of the world, that the Trinity event was not a mishap involving "an ammunition magazine containing high explosives and pyrotechnics," as the military had reported. It was an atomic bomb, also referred to as—"Death, the destroyer of worlds," in the words of project physicist J. Robert Oppenheimer.

In this atmosphere of suspicion, denial and apathy born of fear, a small contingent of the U.S. Army passed almost unnoticed through San Antonio in the latter part of August 1945 on a secret assignment. Little or nothing has been printed about the mission. But the military detail apparently came from White Sands Proving Grounds to the east. It was a recovery operation destined for the mesquite and greasewood desert west of old U.S. Highway 85, at what is now milepost 139, the San Antonio exit of present day Interstate 25.

There, over the course of several days, according to Baca and Padilla, soldiers in Army fatigues loaded the shattered remains of a flying apparatus onto a huge flatbed truck and hauled it away.

"That such an operation took place between about August 20 and August 25, 1945, there is no doubt," Baca says. He and Jose were looking for a lost cow when they accidentally came upon the crash site. "What we saw was a long, wide gash in the earth, with a manufactured object lying cockeyed and partially buried at the end of it, surrounded by a large field of debris. We believed then, and believe today, that the object was occupied by distinctly non-human life forms which were alive and moving about on their arrival minutes after the crash."

They reported their findings to Jose's father Faustino, on whose ranch the craft had crashed. Shortly thereafter, Faustino received a military visitor asking for permission to remove it.

During their school years, Baca and Padilla would sometimes whisper about those strange events, but they didn't talk to others about it on the advice of parents and a friend in the state police. In time, they grew up and moved away—Baca to Tacoma, Washington, and Padilla to Rowland Heights, California. They lost touch with each other and never discussed the significance of what they had seen, even as tales of UFOs and alien encounters multiplied across the country.

More than four decades later, in the year 2002, they were brought together through the Internet. Baca had been doing research on his genealogy and made contact with Jose's son, who provided him with Jose's phone number. It was then that their mutual interest in the most intriguing event of their childhood was rekindled. Baca and Padilla combined their memories of that long-ago event, and a remarkable picture emerged. Baca writes:

> The pungent but pleasing aroma of greasewood was in the air as Jose and I set out on horseback one August morning in 1945 to find a cow that had wandered off to calf. Despite minor perils associated with being away from adults, it was a routine outing for us. We decided to tether the horses, as the terrain seemed too rough for their hooves. As we moved along, grumbling about the thorns, the building thunderheads decided to let go. We took refuge under a ledge above the floodplain, protected somewhat from the lightning strikes that suddenly peppered the area.
>
> The storm passed, and as we began to move out, another brilliant light, accompanied by a crunching, rumbling sound, shook the ground around us. The sound seemed to come from the next canyon. Jose noticed smoke coming from a draw adjacent to Walnut Creek, a main tributary from the mountains to the Rio Grande. We headed toward it, walking down towards the bottom of the hill. The ground was hot from the weather and the humidity.
>
> The first thing we saw was a kind of giant-sized gouge, like when a road grader goes in with a blade, about a hundred feet wide, deeper than a foot and a good football field long. It was scary. The gouge crossed this old road. Jose pulled out his binoculars, and through them he could see that the gouge ran into a ridge and then stopped. We could see that there was something there, an object that had dug itself into the sandy soil.

The dust and the heat were unbearable. We retreated briefly, then returned, worried that there might be casualties in the wreckage. Jose convinced me that everything was going to be all right. He led the way; I followed. I asked if it might be an airplane. Jose said, "I don't think so."

Things got eerie as we began examining the remnants at the periphery of a huge litter field. I picked up a piece of thin, shiny material that reminded me of the tinfoil in the old olive green Philip Morris cigarette packs, the brand my mom smoked at the time. It was folded up and lodged underneath a rock. When I freed it, it unfolded all by itself. I refolded it, and it spread itself out again.

We finally worked our way to within yards of the wreckage, fearing the worst and not quite ready for it. It was tough walking through there; we were short guys. I had my hand over my face, peeking through my fingers. Jose, being older, seemed able to handle it better.

Jose described what he saw through his binoculars: three strange looking creatures, moving fast, seemingly under stress, shadowy, almost as if they could will themselves from one position to another. They seemed not to be able to hold their balance. We were 100 to 200 feet from them. Sounds were coming out of the object, like a jackrabbit in pain, or like a baby crying, really sad. Jose wanted to get closer; I wanted no part of it. Jose wasn't afraid of much, but I told him we should get out of there. I just had this feeling.

We could see that there was a very large piece missing from the craft, and pieces of metal scattered around several hundred feet.

It was getting late, so we backtracked. It was dark when we reached the Padilla home. Jose's dad got a brief report on the object and the *Hombrecitos* (little guys).

"We'll check it out in a day or two," Faustino said, apparently not worried in the least about survivors or medical emergencies. "It must be something the military lost, and we shouldn't disturb it."

Two days later, at about noon, State Policeman Eddie Apodaca, a family friend who had been summoned by Faustino, arrived at the Padilla home. We directed Apodaca and Jose's dad toward the crash site in two vehicles, a pick-up and a State Police car. When they could drive no further, they parked and hiked to the overlook where we had initially spotted the wreckage. For a second time, we were dumbfounded. The wreckage was nowhere to be seen.

"Somebody must have taken it," Jose said defensively.

We headed down the canyon nonetheless, and suddenly, as if by magic, the object reappeared. Apodaca and Faustino led the way to the craft, then climbed inside, while we were ordered to stay a short distance away.

The huge field of litter appeared to have been cleaned up. The main body of the craft, however, remained in place with odd pieces dangling everywhere. We didn't hear any sounds of the *Hombrecitos* anymore.

When Apodaca and Faustino came out of the object, they had a different attitude. They appeared more serious now.

"Listen carefully: don't tell anyone about this," Faustino said. "Reme, your dad just started working for the government. He doesn't need to know anything about it. It might cause him trouble."

"The Government calls them weather balloons," Apodaca said. "They'll want this thing back."

"But this isn't like the weather balloons we've seen before," I said. "And the Hombrecitos?"

"Maybe you just thought you saw them," Faustino said. "Or maybe somebody took them, or they just took off."

We headed home.

The recovery operation started about two days after our visit to the site. It was then that a Latino Sergeant named Avila arrived at the Padilla home. We joined Faustino in the conversation with the soldier.

Sergeant Avila said to Faustino, "I have been sent here by the United States Army to get your permission to tear down part of the fence adjoining the cattle guard on your property. We need to install a metal gate in order that we may drive in a flat bed truck to recover one of our experimental weather balloons that was reported to have accidentally crashed there."

Avila and Faustino reached an agreement on the recovery, and the soldier left. It wasn't long before the Army was on the scene with road building equipment.

Although we were warned by Faustino to stay away, Jose and I sometimes watched from our hiding place, sharing a pair of binoculars, as the military graded a road and soldiers prepared for the flatbed's arrival.[2] Before the road was graded, however, soldiers were at the site carrying scraps of the mangled airship to smaller vehicles that were able to immediately get close. According to Jose, four soldiers were stationed at the wreckage at all times, with shift changes every 12 hours. The soldiers would throw some of the pieces of material down a crevice—so they wouldn't have to carry them up the hill, I guess. Then they would kick dirt, rocks and brush over them.

Once the flat bed was in place, the soldiers used winches and a crane to hoist the intact portion of the wreckage into an L-shaped frame that was tilted to fit the object into the trailer. The ripped portion of the craft was to the bottom outside of the frame. The object was covered with a tarp and prepared to haul away.

Lying in a trench, we observed all of this. When the soldiers left, we took a closer look. The object appeared larger than when we had first discovered it—we hadn't seen the part that was underground.

Jose untied some ropes while I held the canvas; then he climbed in. Finding a piece of pipe, he used that to undo a piece of metal about a foot long and handed it to me. It reminded me of an ancient Sun Dial that I had seen

in some schoolbooks, a very light and cold piece of metal. We went back down the hill, climbed on our horses and headed for home.

Off the object went, shrouded under tarps, through San Antonio and presumably to Stallion Site, on what is today White Sands Missile Range.

Two weeks after the recovery, four soldiers showed up on the Padilla Ranch, searching the road where the object had been loaded onto the trailer, as if they were looking for something. They did not make this known to Faustino Padilla.

As this was taking place, Jose brought the piece we had taken to me, saying he did not want to get his dad in trouble with the government if the soldiers found it on their premises. We buried it in the corner under the flooring in the old house that my dad used for storage. According to Jose, the soldiers came to their house and went through room-by-room, looking for something. They asked Faustino if he had anything that might belong to them. He directed them to a room in the back of the house, a storage room where he kept weather balloons he had found. The soldiers went through and checked everything, including voter registration papers. They took with them the weather balloons and other odds and ends that they found.

A piece of apparent crash debris retrieved from the site by Reme Baca and Jose Padilla has since been subjected to independent scientific analysis and is still the subject of additional, planned studies. Baca explains:

Since the research has not yet been completed, we have agreed to maintain the confidentiality of the facilities and scientists who are involved. In addition to local tests conducted in Washington State, we began working with "Dr. Smith" of the metallurgy department at an international facility, where three different scanning electron microscopes were used to look at the metals and analyze their elemental makeup. The first thing we found was that the metal appears to be essentially an aluminum silicate.

However, right from the onset, Dr. Smith pointed out the unusually high percentage of carbon. Later, we cut some samples and polished others in order to take a more detailed look. We got some great pictures of very weird structures in the metals. They look like little skeletons of bugs squashed into the metal. Also, there are short strands of some other material that we believe may be carbon fibers. This sort of "hairiness" about the metal provoked a lot of questions from the academics and electron microscope operators.

Our next step was to get further analysis from a separate laboratory and different people, including a geneticist and a scientist with a metallurgical background. Their analysis confirmed what we had seen in the first results.

There is certainly something unusual about that metal. Our analysis demonstrated the ability of this metal to transfer heat from one end to the other, thus preventing or retarding meltdown, a bit like the tiles on the space

shuttle. It apparently does not melt when subjected to the 2000-degree flame from an oxy-acetylene torch for up to two minutes, despite the fact that aluminum silicate would be expected to melt at about 700 degrees, and this sample, being eutectic in nature (a form of the material with the lowest possible melting point), should melt at closer to 500 degrees, within seconds.

A blend of carbon and some other trace materials is used which dramatically increases the conducting power, eliminating the resistance to electricity, while at the same time a transference of heat takes place. There appears to be the potential for heat shielding, or computer-chip manufacturing.

Baca and Padilla say they are planning an expedition to investigate and unearth the remains of whatever crashed in the desert near San Antonio in August 1945. Was it just a weather balloon, or something far more mysterious, worthy of recovery by a clandestine military operation? Baca and Padilla intend to prove that it was an extraterrestrial spacecraft.

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[1] *Born On The Edge Of Ground Zero, Living In The Shadow Of Area 51*, Remigio Baca & Jose Padilla, 2005.

[2] It is not clear how close Jose and Reme were to the crash site or military perimeter. Either they were very lucky not to be discovered by the military perimeter guards, or they were very far away.

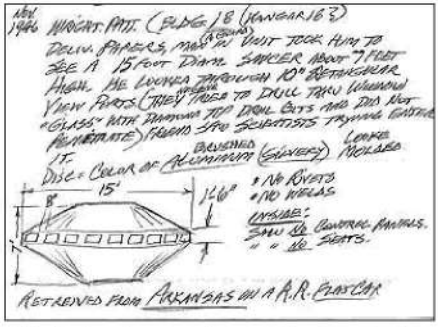
ARKANSAS

NOVEMBER 1946

According to a former U.S. Army Air Force private[1] stationed at Wright Patterson AFB, Ohio, a UFO crashed and was recovered by the military in Arkansas in November of 1946. Space expert and investigator Clark C. McClelland (former ScO, Space Shuttle Fleet, Kennedy Space Center, Florida, 1958 to 1992) [2], was able in 1999 to secure the testimony of the private, who described witnessing a recovered disc that was being stored in building 18 (not yet the famous Hangar 18) at Wright Patterson.

The private said he was delivering documents to the building when a friend from his unit who was standing guard asked him if he wanted to see a strange craft stored in the building. He followed the guard inside, and to his surprise, a disc shaped object was sitting on the deck. It was fifteen feet in diameter and about seven feet in height. He said it looked like two soup bowls sealed together. Circling the perimeter of the disc was an eighteen inch divider with ten by fifteen inch rectangular "windows" set about eight to ten inches apart.

The guard told the private that several scientists were attempting to gain entry into the interior. They tried to use a diamond drill to penetrate the "glass," but the drill had no effect on the clear material. There were no visible doors or entry hatches, no insignias or flags, no writing or numbers. The structure appeared to be one continuous mold of a material like brushed aluminum, though it wasn't. The craft had no visible weld seams, no rivets, no apparent joints in the skin. The guard and private both looked through the windows into the interior and did not see anything recognizable—no control panels, no seats, no hatches, no entities, nothing. A cylinder about three feet in diameter stood in the center, its side wall about six feet from the windows. The witness surmised that it might house the power unit.



This sketch was drawn during the interview session with the witness.

The Wright Patterson base commander at the time was none other than Colonel Nathan F. Twining. As a General later in his career, Twining was clearly involved in the UFO topic. For example, in August 1954 he approved Air Force Regulation 200-2, which declared that "the [UFO] phenomenon is something real, not imaginary or fictitious." Twining also figured in several Majestic documents, notably the 19-page "White Hot Report" dated September 24, 1947, the

actual title of which is *Mission Assessment of Recovered Lenticular Aerodyne Objects and Implications in Five Parts.*[3] The parts were I) Intelligence Estimate, II) Technical Evaluation, III) Scientific Probabilities, IV) Political Considerations and V) National Security Structure. Twining would later become Chairman of the Joints Chiefs of Staff.

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[1] The private, who requested anonymity, was a clerk specialist assigned to interview and assign new recruits to their specialty school on the base.

[2] McClelland has had a long career in ufology and as a professional in space support. He is an aerospace engineer and was a technical assistant to the Apollo Program Manager during the Apollo moon landings. He has held important positions involving such manned projects as Mercury, Gemini, and Apollo lunar landings, Skylab, the Space Shuttle and the Space Station. An early friend of Donald Keyhoe, he was a member of the NICAP organization before it disbanded and a long time member of the Mutual UFO Network. See http://stargate-chronicles.com/pmd.html for complete biography and accomplishments.

[3] The entire document can be viewed at www.majesticdocuments.com

PAPAGOS INDIAN RESERVATION

ARIZONA, JANUARY 1947

Following a lead provided by UFO investigator and author Bill Hamilton in 1980, Leonard Stringfield spoke by phone with principal witness WH concerning an event that occurred in January 1947 at the Papagos Indian Reservation, north of the rugged Superstition Mountains near Globe, Arizona. Stringfield recorded the following details:[1]

WH was on temporary leave from the Navy, waiting for reassignment, when he and his friend CC, just out of the Army, took a scouting trip in a jeep to look for desert property to homestead. Toward dusk, around 5 p.m., they were following a dirt trail when they came upon a group of Air Force personnel armed with carbines. They were ordered to stop and show identification, then questioned regarding their reason for being in the area.

While stopped for questioning, WH could make out other military personnel about a quarter of a mile away, grouped around an object that appeared to be half sunk in the sand. WH described the object as disc-shaped with a dome on top, about 30 feet in diameter and 18 feet high. On its outer edge, he said, were two rings that seemed to have windows in between.

In WH's opinion, the military had just arrived on the scene. "There was no evidence of an encampment or any heavy equipment," he told Stringfield.

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[1] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield, 1982; Case A-10, p.17

NOGAL CANYON

NEW MEXICO, USA, MAY 1947

On January 13, 1995, Reg Presley, the lead singer with the British rock band *The Troggs* was interviewed on British television and revealed that he had then-recently viewed a remarkable segment of film footage. It allegedly showed the autopsy of an extraterrestrial body recovered from the wreckage of a UFO that had been found near White Sands, New Mexico in the early summer of 1947. Supposedly, the film was shot by a still-living, elderly cameraman that had served in the Army Air Force at the time of the incident.[1]

In the weeks that followed, as pressure mounted to give the film a public airing, it was disclosed that the footage was held by a man named Ray Santilli, who was described by the London *Daily Mail* newspaper as "an English entrepreneur whose business is making videos."

Regarding his acquisition of the controversial footage, Santilli explained:

> As a result of research into film material for a music documentary, I was in Cleveland, Ohio in the summer of 1993. While there I had identified some old film material taken by Universal News in the summer of 1955, and since Universal News no longer existed I was able to determine that the film I wanted was shot by a then local freelance cameraman. He had been employed by Universal News because of a Film Union strike in the summer of 1955. The cameraman was located, and what followed was a very straightforward negotiation for a small piece of film, i.e. cash for three minutes of film. Upon completion of this transaction the cameraman asked if I would be interested in purchasing outright very valuable footage taken during his time in the [armed] forces. He explained that the footage in question came from the Roswell crash; that it included debris and recovery footage and, of most importance, autopsy footage.

Santilli asserted that the specific location of the crash site was a Mescalero Indian Reservation near White Sands.[2]

The cameraman himself, whose identity has been carefully concealed to this day, allegedly explained the circumstances of the filming:

> I remember I got a call telling me to immediately report to Major General Clements McMullen. When I got to McMullen, I was told that a plane had

come down just outside Socorro, New Mexico. A flight was being laid on to go down there and I was to be on it. I was told to film the crash site and stay with the team, nothing else. I flew out of Andrews with the team, mainly medical I think. We stopped at Wright Field to pick up other officers and men, changing planes and flew down to Roswell air base. We had a lot of equipment with us. After the flight we traveled by road and dirt track to the site.

I filmed the crash site, also the poor freaks, and we were told to keep back. I filmed the vehicle itself and the area around it. I felt nervous of something I could not understand or explain. There were injured creatures lying around, obviously in pain, but the men at the site were too scared to get close. Oh, there was a great deal of confusion until we arrived. My authority allowed me to operate as an independent as long as I didn't interfere with the clean-up. When I arrived, I set up my tent and equipment and once I had light, I started shooting. How did I feel about it? I was concerned about potential contamination, but I had no choice.

Most of the processing took place around August. By [that] time the military as we knew it ceased to be; the Air Force and the Army were about to split, and my unit was about to be disbanded for a time anyway. In fact, you could say I was in a strange position for a time, of not belonging to either one service. Then eventually they found a home for us.

I took all the film because I had no one to report to. My orders were not to discuss the situation with anyone unless they brought up the subject first. The first batch had been delivered, then the department folded and I had no one to deliver to. I tried to contact McMullen, but I couldn't get through. In the end I couldn't leave it laying around, so I took it home, which is where it stayed.[3]

According to Santilli, the cameraman insisted that he reached the crash site on May 31, 1947, dating this incident more than a month before Roswell.

An intriguing comment that may have a bearing on this case comes from the British researcher Jenny Randles who, in 1986, was contacted by a former British Army source who claimed to have access to photographs of an alien body, the description of which sounded very much like the body seen in the alien autopsy film. According to Randles:

Bear in mind, 1986 was years before the autopsy film surfaced. In fact, the connections with the autopsy film and with what Robert told me are chillingly similar. One of the impressions that you get from viewing the alien autopsy footage is that the body is very human-like and is around five foot in height. I have to say, it struck me as soon as I saw the footage that this was very similar to what Robert had described."[4]

There is also the little known fact that British researcher Philip Mantle had the opportunity on 28 April 1995, to view a piece of film footage at Ray Santilli's London Office which was strikingly similar in nature to the widely publicized film, but that related to the autopsy of *another* unusual body. Mantle stated:

> The alien is humanoid, almost human looking with an enlarged abdomen. Two arms, two legs, but it has six digits on each of its hands and feet. There is no hair visible anywhere; the head is slightly enlarged but it has a nose, mouth, ears and two dark eyes. Female genitals are also visible. The alien's body is cut open and various organs are removed and placed in various receptacles. The people conducting the autopsy are completely covered in protection suits of some kind and unfortunately the faces of these individuals are not visible.

Ray Santilli would later explain that this second piece of footage was not released due to the graphic dissection of the creature's genitalia.[5]

In the decade that has now passed since the alien autopsy film surfaced, debate has raged as to whether it is an ingenious special-effects hoax, the real thing, or the autopsy of a human being with an unusual physical disorder. Philip Mantle is an acknowledged expert in the analysis of this film. His conclusion now is that the preponderance of evidence favors authenticity primarily because there are now many witnesses that saw the film in an official military or governmental capacity before it was exposed to the public in 1995.

However, intriguing new data has surfaced on the case from investigators Wendy Connors and Ed Gerhman that may point to the actual location of the crash site as described by the cameraman. Although Santilli mentions the Mescalero Reservation as the crash site, Gerhman went back to the cameraman's original crash location description and retraced the cameraman's steps. His conclusion is a different place: the entrance to Nogal Canyon, New Mexico.

In the summer of 2002, Gerhman, a journalist and former special education teacher, uncovered along with his brother what they considered to possibly be the crash site. In September 2004, Wendy Connors[6] accompanied Gerhman to the location which, she said, "lies Southwest of Socorro at the entrance to Nogal Canyon... a popular geological area for rock collectors and an isolated area. It takes approximately 45 minutes to reach the site after leaving Socorro." Connors added:

> There are two roads which lead to the site. One is more recent that can be used easily, but the older road allegedly used by the cameraman is no longer used except by local ranchers who lease the land for their cattle from the U.S. Bureau of Land Management. Before descending into the alleged crash site area, which is below the Bianchi Ranch to the southeast approximately one

> mile, we came to the old homestead which is no longer used. The Bianchi Ranch lies above the canyon area and is the last area with structures prior to entering the alleged crash site... Following the road next to the Bianchi Ranch, we descended into the arroyo/canyon area.

Most interesting of all, according to Connors:

> Upon entering the site I encountered trees that appear to have been burned from the top, the burn marks ending before the ground. General layout of the area appears to closely resemble the drawings made by the cameraman. Most noticeable is the splattering of what appears to be a bluish-green concentration of mineral over the rock faces composing the crater of the site. The materials appearance is much like hot wax having been splattered over the area. This substance, at certain places, appears to have been melted over the rocks. I took various specimens from the site. Since I have yet to have these specimens analyzed independently, I will defer judgment as to what the mineral appearing material may be at this time."[7]

Ed Gerhman and Wendy Connors continue their efforts to authentic the UFO crash of late May, 1947 at the entrance to Nogal Canyon, New Mexico.

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[1] *Good Morning with Anne and Nick*, BBC Television, 13 January 1995

[2] *Alien Autopsy: FAQ*, James Easton.

[3] www.darkconspiracy.com/alienufo/autopsy/faw/txt, 21 September 1996. *Beyond Roswell: The Alien Autopsy Film, Area 51, and the U.S. Government Cover-Up of UFOs*, Michael Hesemann & Philip Mantle, Marlowe Books, 1997.

[4] www.beyondroswell.com/roswell/autopsy.html

[5] Interview with Jenny Randles, conducted by Nick Redfern, 28 March 1997.

[6] *Toward Consideration of an Alleged Crash and Recovery of an Unknown Aerial Craft Near the Villages of Socorro and San Antonio, New Mexico on May 31, 1948*, Wendy Connors, 20 September 2004. http://ufocasebook.com/allegedcrashsite.pdf

[7] *Beyond Roswell: The Alien Autopsy Film, Area 51, and the U.S. Government Cover-Up of UFOs*, Michael Hesemann & Philip Mantle, Marlowe Books, 1997.

MAURY ISLAND

WASHINGTON STATE, USA, JUNE 21, 1947

One reviewer of Kenn Thomas' authoritative book on the events of 21 June 1947 at Maury Island (titled *Maury Island UFO*) wrote that it contained "information rich to the point of saturation." There can be little doubt that Thomas has provided the clearest available picture of the curious events at issue.

The Maury Island story began three days before the far better-known sighting by pilot Kenneth Arnold of a number of elliptical shaped objects over Mt. Rainier, Washington state on 24 June, 1947—an event that made international headlines and is widely regarded as the starting point of the modern UFO era .

Not far away on the morning of 21 June, a lumber salvager named Harold Dahl, his son, and two still-unidentified individuals witnessed six disc-shaped aircraft—one in the middle wobbling in a strange fashion while the other objects surrounded it—flying in formation over Puget Sound, Tacoma at a height of around 2,000 feet.

Dahl described the objects as being "shaped like doughnuts" with "five portholes on their sides." Suddenly, the central disk began to wobble even more and dropped to a height of no more than 700 feet. The remaining discs then broke formation, with one of them descending to the same height as the apparently malfunctioning disc and then proceeding to "touch it."

Without warning, the distressed disc then began to "spew forth" what appeared to be two different substances: a material that Dahl described as a thick white "newspaper-like" metal that floated down to the bay; and a black substance that also hit the water and was reportedly hot enough to "cause steam to rise." Sections of the black substance reportedly hit both Dahl's son and his pet dog, also on the boat, killing the animal outright.

According to the story, Dahl reported the events in question to a man described as his "superior"—Fred Crisman, a man with a long and complicated life story and suspected ties to the world of U.S. Intelligence.

Since Dahl had supposedly retained samples of the recovered debris, he convinced Crisman to go to the Maury Island shore and take a look for himself. Crisman would later claim that he saw on the shore an "enormous amount" of both the black and the white material and recovered some of it for his own safekeeping.

Crisman reported his experience to the publisher Ray Palmer (of *Amazing Stories* fame), who hired none other than Kenneth Arnold to investigate the Maury Island affair. Arnold delved deep into the affair and was later joined by two Air Force investigators, Captain William Lee Davidson and First Lieutenant Frank

Mercer Brown, who were working under General Nathan Twining to collect information on the then current wave of UFO encounters that were being reported across the United States.

Crisman turned over samples of the mysterious debris collected at Puget Sound to the Air Force investigators, who intended to take it to Wright Field, Ohio. Fate would choose another outcome, however: shortly after Brown and Davidson departed from Washington state, their plane crashed, killing both men. A team was dispatched to clean up the site. Reportedly, the strange debris could not be located.

Many commentators (including Captain Edward Ruppelt of Project Blue Book fame) have stated that the entire Maury Island event was nothing more than an unfortunate hoax that had a tragic outcome for Brown and Davidson.

However, Kenn Thomas's intense and dedicated research has shown that the affair might not be so black-and-white as has previously been assumed. Most significant are Crisman's links with the Intelligence community. In 1968, Fred Crisman was subpoenaed by New Orleans District Attorney Jim Garrison as part of Garrison's investigation into the assassination of President John F. Kennedy.[1]

Moreover, according to the *Majestic 12 1st Annual Report Annex C* [2], some of the debris from Maury Island was turned over by Crisman (referred to as a CIC or counter intelligence corps agent) to a CIA agent named "Shaw." The Annual Report states.

> The death of two Air Force counterintelligence officers in the crash of their B-25 aircraft enroute to Hamilton AFB, California, after interviewing two auxiliary CG men who reported six UFOs over Maury Island, Washington, in June 1947. CIC agent Crisman had spoken to Kenneth Arnold, who on June 26th 1947, had reported a flight of UFOs over Mt. Rainier, Washington, and filed his report after he had spoken to Captain Davidson and Lieutenant Brown. The material given to Davidson and Brown was believed to come from Maury Island and may be celestial fragments containing metal from a nuclear reactor from a UFO. Fragments were turned over to CIA agent Shaw, and Crisman was ordered to the Alaskan Air Defense Command for assignment in Project IVY."

Kenn Thomas suggests that this was Clay Shaw, one of three people that Jim Garrison attempted to indict during his quest for the truth surrounding the JFK assassination. And although Shaw was eventually acquitted, his role as a CIA asset has since been well documented, and admitted officially by the CIA.

For his part, Garrison claimed that his prosecution of Shaw was a "toe-hold" to a larger conspiracy in which Fred Crisman may have been an assassin working on behalf of the aerospace industry, which had its own reasons for wanting JFK dead.

In a well-known report titled The Torbitt Document, Crisman is named as one

of the three "hoboes" picked up in the rail yard behind the infamous Grassy Knoll at Dealey Plaza in Dallas where, some maintain, a second gunman was located during the killing of Kennedy.

The fog of time has effectively resulted in certain aspects of the Maury Island case remaining unresolved, perhaps permanently. For some the case is still nothing but a tragic hoax. For others, however, it is seen as one of the most important cases of all, involving the actual recovery of debris from a malfunctioning UFO; the involvement of shadowy players on the periphery of the intelligence community; the possible deliberate murder of Air Force personnel in possession of the strange materials recovered at Maury Island; and even direct or indirect links to the JFK assassination.

This is one crash-retrieval case that is far from being labeled "case closed." [3,4,5]

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[1] *Maury Island UFO*, Kenn Thomas, IllumInet Press, 1999.

[2] *The Majestic Documents*, Edited by Dr. Robert M. Wood & Ryan S. Wood, 1998.

[3] Maury Island UFO: The Crisman Conspiracy, Kenn Thomas, UFO Crash Retrieval Conference Proceedings, November 14-16, 2003, Las Vegas, NV

[4] Roswell Report—Case Closed, July 1994, U.S. Government Printing Office—Widely understood in the mainstream media as a white wash, ignoring key facts, providing selective reasoning. While within the ufology community the report is viewed as disinformation and propaganda.

[5] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield, 1982; Case A-10, p.17

PLAINS OF SAN AGUSTIN

NEW MEXICO, USA, JULY 1947

The genesis of the tale that a UFO crashed and was recovered along with its dead crew of alien creatures on the Plains of San Agustin, New Mexico, in early July 1947 can largely be traced back to L.W. Vern Maltais and his wife Jean, who in turn got the story from their friend Grady Barney Barnett. The Maltaises approached UFO investigator Stanton Friedman after a lecture at Bemidji State College, Minnesota, in 1978. Friedman, assisted by researcher William Moore, began piecing together Barnett's story from Vern and Jean's testimony; later they would find additional sources.

Barney Barnett was a veteran of WW I and a solid citizen well-regarded by all who knew him. In 1947 he was a civil engineer working for the U.S. Soil Conservation Service. In June of that year, according to the Maltaises, he literally stumbled upon the remains of a wrecked saucer and deceased occupants in the desert near the town of Magdalena, New Mexico, specifically on the Plains of San Agustin.

Barnett informed his friends that the saucer was "pretty good sized," and that the bodies of the crew that were scattered around the broken object were small, with "pear-shaped" heads and small eyes, and were all dressed in gray suits. Barnett said he was only at the crash site a short time before he was joined by a group of archaeologists, all of whom wondered what they should do next.

Suddenly the military arrived on the scene and made it clear what they should do next: swear themselves to silence, as the event was one that had a major bearing on U.S. national security.[1]

Robert Drake, an anthropology student in 1947, claimed to have heard rumors pertaining to this case and stated that a Roscoe Wilmeth of the Los Alamos National Laboratory had read files at the facility that may have had a bearing on the affair.[2] Barney Barnett had also quietly told his boss Fleck Danley the day it happened, and later his wife's niece Alice Knight. Friedman and other researchers have spoken with both Danley and Knight.

According to Stanton Friedman: "I located a neighbor who had lived across the street from Barney and who not too long before Barney died of cancer had asked Barney where he got the cancer. Barney indicated it probably came from his closeness to alien bodies 'out on the Plains.' A postmistress and an old-time rancher out on the Plains had heard of the recovery of a crashed saucer way back when 'out on the Plains'...The military officer, William Leed, had contacted Barney because Leed's commander had told him that Barnett had been at a saucer crash

site. Barnett would only talk to him after Leed had shown his military credentials. Leed was satisfied that Barney was honestly telling his story of bodies next to an almost intact vehicle."[3]

Ruth Barnett's niece Alice Knight had located Ruth's diary for 1947 and shared it with researchers. There were many entries for the summer of 1947 indicating that Barney was working out on the Plains or, as she sometimes referred to it, the High Country. Although there was no specific diary entry by Ruth about a crashed saucer in the Plains, it is clearly a credible scenario given the other facts.

What does seem indisputable is that Barney Barnett informed Vern and Jean Maltais of the story long before the details of the so-called Roswell Incident surfaced many years later. The Roswell case occurred in virtually the same time frame as Barnett's encounter and has many eerie parallels to this event.

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[1] *Crash at Corona*, Stanton T. Friedman & Don Berliner, Paragon House, 1992.

[2] *A History Of UFO Crashes*, Kevin D. Randle, Avon, 1995.

[3] *Mutual UFO Network Symposium Proceedings*, Stanton T. Friedman, 1991.

ROSWELL

NEW MEXICO, USA, JULY 1947

On 8 July 1947, the front page headline of the *Roswell Daily Record* announced a truly startling story, about which controversy continues to reverberate to this day: *RAAF Captures Flying Saucer On Ranch In Roswell Region.* Most remarkably, the newspaper report was based upon an officially sanctioned press release issued by Walter Haut, the Press Information Officer at the nearby Roswell Army Air Field (RAAF) and read thus:

> The many rumors regarding the flying disc became a reality yesterday when the Intelligence office of the 509th Bomb Group of the Eighth Air Force, Roswell Army Air Field, was fortunate to gain possession of a disc through the cooperation of one of the local ranchers and the sheriff's office of Chaves County. The flying object landed on a ranch near Roswell sometime last week. Not having phone facilities, the rancher stored the disc until such time as he was able to contact the sheriff's office, who in turn notified Maj. Jesse A. Marcel of the 509th Bomb Group Intelligence Office.
>
> Action was immediately taken and the disc was picked up at the rancher's home. It was inspected at the Roswell Army Air Field and subsequently loaned by Major Marcel to higher headquarters.[1]

Not long after this story had spread worldwide, the Army Air Force made a sudden reversal of its previous statement: the entire incident had been a ghastly mistake. What had really been retrieved, asserted the military, was simply the radar reflector from a crashed weather balloon. In an effort to reinforce this altered scenario, Brigadier General Roger Ramey of the Eighth Air Force at Fort Worth, Texas, permitted media photographers to take pictures of the debris from a weather balloon, which had conveniently (some said *too* conveniently) been laid out on the floor of an office at the base.

The wreckage on display for the photographers was not particularly awe-inspiring. Yet, for reasons that continue to perplex to this day, the press chose not to question how or indeed why someone within a position of authority could confuse what was quite clearly weather balloon debris with the remains of what only twenty-four hours previously had been touted as originating from a "flying disc."

The Army Air Force's explanation was accepted without question, interest in the story dwindled away to nothing, and—to the relief of the military—the whole controversy was quietly laid to rest. Aside from occasional whispers, that situation

remained unchanged for more than three decades.

On 20 January 1978, UFO researcher and author Stanton T. Friedman was at a Baton Rouge, Louisiana TV station[2] to do three interviews to promote his LSU lecture "Flying Saucers ARE Real!" He had done two, but the third reporter was nowhere to be found. The station manager, Don Allan, knew that Friedman had a busy day scheduled. He was apologetic, offered Friedman coffee, kept looking at his watch. Then, out of the blue, he said, "The guy you ought to talk to is Jesse Marcel." Friedman asked, "Who is he?" The response floored him: "He handled wreckage of one of those saucers you are interested in when he was in the military. He lives over in Houma, Louisiana. He's a great guy. We are old ham radio buddies." Then the overdue reporter showed up, and Allan said nothing more.

Friedman called information the next day from the airport, got a number and spoke with Marcel. "He told me his story," Friedman says, "but he couldn't remember the exact date."

"I saw a lot of wreckage but no complete machine," said the long-retired Major Marcel, adding that whatever the nature of the device, he believed that it must have exploded in the air. "It had disintegrated before it hit the ground. The wreckage was scattered over an area about three quarters of a mile long and several hundred feet wide.

"I was pretty well acquainted with most everything that was in the air at that time, both ours and foreign," Marcel added. "I was also acquainted with virtually every type of weather-observation or radar-tracking device being used by either the civilians or the military."

Marcel offered his opinion that the debris was not from a weather balloon (as the authorities had insisted after the "flying disc" story was killed), nor was it from a conventional aircraft or any sort of missile that he was acquainted with. "What it was, we didn't know. We just picked up the fragments."

His conclusion: "It certainly wasn't anything built by us."[3]

Then Stan heard the Maltais story (see previous chapter), also without a date. Meanwhile, fellow researcher Bill Moore had found a third story in *Flying Saucer Review* about English actor Huey Green, who had heard on the radio about a crashed saucer in New Mexico while driving from Los Angeles to Philadelphia. Green could pin down the date as early July 1947. "Moore went to the University of Minnesota Library Periodicals Department," Stan recounts, "and found the stories which gave us an independent check on Marcel's story and gave us lots of names—Haut, Ramey, Newton, DuBose, Sheriff Wilcox, etc."

As a result of their combined research, Friedman and Moore were able to confirm the specific location where the unusual debris had been found all those decades previously: the Foster Ranch, a remote piece of farmland approximately 75 miles north of the town of Roswell, New Mexico, worked by William Ware "Mac" Brazel. Brazel had long since passed away by the time Moore and Friedman began their investigation; however, Brazel's family and friends, a number of whom still resided in the close-knit ranching community, remembered the incident well.

Recalling from memory the unusual materials found on the ranch, Brazel's son, Bill, stated that it was "...something on the order of tinfoil except that [it] wouldn't tear... You could wrinkle it and lay it back down and it immediately resumed its original shape. [It was] quite pliable, but you couldn't crease or bend it like ordinary metal. Almost like a plastic, but definitely metallic in nature. Dad once said that the Army had once told him it was not anything made by us."[4]

Jesse Marcel would also elaborate upon the apparent extraordinary properties present in the material that he recovered: "[It] could not be bent or broken...or even dented by a sixteen-pound sledge hammer. Almost weightless...like a metal with plastic properties." [5]

Friedman and Moore did 90% of the work to uncover and document 62 witnesses and related parties before the first full-length book, *The Roswell Incident,* co-authored by Moore and the late writer Charles Berlitz, was published in 1980.[6] Five years later, ongoing research had resulted in the discovery of nearly one hundred people who, to varying degrees, had either first or secondhand knowledge of what had occurred at Roswell—practically none of which seemed to support the military's weather-balloon scenario.

In July 1985, Moore lectured at the annual symposium of the Mutual UFO Network (MUFON), which was that year held in St. Louis, Missouri. During the course of his speech, Moore disclosed what had occurred when Friedman spoke with Lewis "Bill" Rickett, a former Counter Intelligence Corps (CIC) officer stationed in Roswell at the time of the incident, regarding rumors of strange or "alien" bodies said to have been recovered at the time of the incident at Roswell.

"When I mentioned bodies," Friedman recalled, "Rickett clearly reacted and indicated that this was an area he couldn't talk about. He indicated there were different levels of security about this work—that a directive had come down placing this at a high level. He went on to say that certain subjects were discussed only in rooms that couldn't be bugged."[7]

Additional data on the Roswell controversy, secured by the investigative team of Kevin Randle and Don Schmitt, burst forth in the late 1980s to mid 1990s. Randle was a Captain in the Air Force Reserve who started out a skeptic on Roswell. Randle and Schmitt co-wrote two books on the Roswell controversy, arrived at the conclusion that on the evening of 4 July 1947, an alien space vehicle catastrophically crashed some distance from the town of Roswell, New Mexico, having already dumped a liberal degree of wreckage on the Foster Ranch.

The vehicle, claimed a number of Randle and Schmitt's informants, was no more than thirty feet in length and somewhat narrow with a "bat-like" wing.[8] After WWII, Thomas Gonzalez returned to active status and was stationed at Roswell Army Air Field. Gonzalez described the object as an "airfoil." Johnny McBoyle, journalist and part-owner of KSWS radio station in Roswell, described viewing a "big crumpled dishpan;" and the admittedly controversial Frank Kauffman referred to the device as being "heel-shaped."[9] In 1996, a source using the pseudonym "Thomas Cantwheel" provided UFO researcher Tim Cooper with

Majestic documents that have dramatically cracked the UFO wall of secrecy (see Afterword). Cantwheel provided a document and drawing of the "UNIDENTIFIED AERODYNE FOUND ON JULY 5 1947, SOUTH OF SOCORRO, NEW MEXICO, BY MILITARY AND CIVILIAN MEMBERS OF THE ARMED FORCES SPECIAL WEAPONS PROJECT."[10] (This document is reproduced in the center photo section of this book.) While the exact shape is open to discussion, this craft was not the traditional "flying saucer" shape. It also seems clear that what was described as "south of Socorro" was not the Foster Ranch saucer and debris field.

Lewis Rickett stated that he became an integral part of the Roswell story in September 1947, when he spent some time working alongside Dr. Lincoln La Paz of the University of New Mexico. Dr. La Paz was also a mathematician with interests in the fields of ballistics and meteorites. [11]

Rickett recalled that he and La Paz were given a job to ascertain "the speed and trajectory" of the device that crashed near Roswell. Rickett additionally asserted that the pair had discovered a "possible touchdown point" five miles northwest of the debris field discovered by Mac Brazel, where the sand had apparently crystallized, possibly as a result of exposure to high temperatures.

Rickett and La Paz reportedly spent no less than three weeks conducting interviews with people in the area with knowledge of the events at Roswell. According to Rickett, La Paz authored a "report" on their combined discoveries that was delivered to the Pentagon. Although Rickett never got to read the report, he stated that it was La Paz's conclusion that the Roswell device was an "unmanned interplanetary probe."[12]

On the more controversial issue of alien bodies reportedly discovered at the scene, the research team of Randle and Schmitt concluded that as many as five bodies may have been recovered. Among those who agreed to speak out on this subject—albeit in very cryptic fashion—were Edwin Easley, the Provost Marshal at Roswell, who made brief comments as he lay on his deathbed about "the creatures"; and Sergeant Melvin E. Brown, who recalled that "they looked Asian, but had larger heads and no hair. They looked a yellowy color." The aforementioned Thomas Gonzalez offered a succinct description of the bodies as being like those of "little men."[13]

Similar accounts and recollections proliferate, including that of Dr. La June Foster, an authority on the human spinal cord who had held a security clearance and who had worked undercover for the FBI during the Second World War. According to the research of Schmitt and Randle, Foster was flown to Washington, D.C., following the crash, where she was ordered to study the spinal structures of the retrieved bodies and reported that it was possible one had survived the initial impact, though in a severely injured condition. Foster would also assert that the strange bodies were short in stature, with larger-than-normal craniums. Most controversial of all, Foster was advised—by the keepers of the Roswell se-

cret—that if she spoke about her involvement, she would be killed.[14]

Frankie Rowe, whose father was attached to the Roswell Fire Department in 1947, was also subjected to death threats. Rowe recalls that her father once confided to the family that he had seen both debris and bodies at Roswell, and one live creature at the crash site: "[T]he one that was walking was about the size of a 10-year-old child, and it didn't have any hair...it seemed so scared and lost and afraid." Several days later, claims Rowe, three military policemen came to the family home and said that if anyone talked, "they might just take us out to the middle of the desert and shoot all of us and nobody would ever find us."[15]

A similar story comes from Glenn Dennis, a mortician at Ballard's Funeral Home in Roswell, who stated that he received a very unusual telephone call from the mortuary officer at Roswell. "He was inquiring about what size, what type of caskets, and how small [were the] caskets that we could furnish that could be hermetically sealed," said Dennis.

Dennis would later sign a sworn affidavit, asserting that a nurse friend at the base had confided to him that an autopsy of the bodies had been secretly undertaken at Roswell Army Air Field: "[S]he went into this room to get some supplies and saw two doctors in there with a gurney and these small bodies that were in a rubber sheet or body pouch. Two of the bodies had been very badly mangled, like maybe the predators had been eating on them...one of the hands was severed from the body, and when they flipped it over, there were little tiny suction cups on the inside of the fingers...The heads were large, eyes were set in. The skulls were soft like a newborn baby's; they were pliable. The ears, instead of one canal, had two canals, no lobes or anything, just a little flap over each canal. The mouths were just very small slits. Their face and nose were concave."[16]

Lydia Sleppy worked as a teletype-operator in Albuquerque at the radio station during the summer of 1947. When reporter Johnny McBoyle excitedly telephoned her to say he had personally viewed a "big crumpled dishpan" on the Foster Ranch at 4.00 p.m. on Monday, 7 July 1947, she quickly recognized the significance of his account.

According to Sleppy's memory, McBoyle added breathlessly: "The Army is there and they are going to pick it up. And get this—they're saying something about little men being on board." Half a century later, McBoyle declined to discuss precisely what it was that he stumbled upon at the Foster Ranch.[17]

Twenty-four hours after Johnny McBoyle's desert encounter with the unknown, the FBI Office at Dallas, Texas, forwarded a Teletype message to FBI Director J. Edgar Hoover that summarized the data that the Bureau had uncovered on the incident at Roswell. This particular Teletype is notable by virtue of the fact that it is one of the very few officially declassified and one hundred percent verifiable documents on the case that have surfaced under the terms of the Freedom of Information Act. It reads:

Major Edwin E. Kirton, headquarters Eighth Air Force, telephonically ad-

> vised this office that an object purporting to be a flying disc was recovered near Roswell, New Mexico, this date. The disc is hexagonal in shape and was suspended from a balloon by cable, which balloon was approximately twenty feet in diameter. Major Kirton further advised that the object found resembles a high altitude weather balloon with a radar reflector, but that telephonic conversation between their office and Wright Field had not borne out this belief. Disc and balloon being transported to Wright Field by special plane for examination. Information provided this office because of national interest in case and fact that National Broadcasting Company, Associated Press, and others attempting to break story of location of disc today. Major Kirton advised would request Wright Field to advise Cincinnati Office results of examination. No further investigation being conducted.[18]

It is abundantly clear from examining this piece of data that the FBI was only in possession of one aspect of the controversy, that aspect having been supplied by Major Edwin M. Kirton of Army Air Force Intelligence at Fort Worth. Moreover, it would appear that the FBI was deliberately fed the story that the "disc" recovered at Roswell was nothing stranger than a weather balloon and was being forwarded to Wright Field for further study, as part of a deliberate attempt to confuse the real story even more.

On the issue of what may be known about the Roswell story at an official level, as a result of inquiries initiated in 1993 with the General Accounting Office by the late U.S. Congressman Steven Schiff of New Mexico, the Air Force changed its stance on Roswell, stating in a massive 1995 document titled *The Roswell Report* that the debris found by rancher Brazel most likely originated with a Top Secret project named Mogul, the purpose of which was to utilize balloons in the detection of Soviet atomic bomb detonations. (Some sources suggest that Mogul, in addition to the atomic detection mission, was developed as a potential platform for biological, chemical or other weapons. There is no corroboration to date, but it suggests opportunities for further investigation.) Then, in 1997, the Air Force felt compelled to address the "alien body" rumors, concluding in another official publication titled *The Roswell Report: Case Closed* that the stories were largely the result of faulty recollections of people seeing "crash-test dummies" that had been used in parachute experiments—experiments that the Air Force conveniently neglected to explain had not even begun until the early 1950s.[19]

In addition to the witness testimony pertaining to the events at Roswell, a second source of data surfaced in the 1980s that had a major bearing on the case. Collectively, this source of data is referred to as the Majestic 12 documents.

The Majestic 12 affair involves tales of crashed UFOs, dead aliens in the possession of the U.S. Government, the possible theft and unauthorized release of highly classified documents and a shadowy counterintelligence operation—at the heart of which, some believe, lies the undeniable evidence that humankind is not alone in the universe.

Following the publication of his co-authored 1980 book *The Roswell Incident*, William Moore was contacted by a number of military and intelligence insiders who claimed that they wished to reveal to Moore—and ultimately to the public, the media and the world—classified data and documents on UFOs that would otherwise never see the light of day. It was as a result of this "Deep Throat"-style contact that Moore and his research partner Jaime Shandera obtained in 1984 a series of controversial and official-looking documents that detailed the existence and work of an allegedly Top Secret group known as Majestic 12. Supposedly established in 1947 by then President Harry Truman, Majestic 12 was tasked with keeping the lid on the extraterrestrial secret while striving to understand and exploit the science and technology inherent in the material that had literally fallen into the hands of the U.S. Government in the desert of New Mexico. At the heart of these documents was a several-page Top Secret memorandum titled "BRIEFING DOCUMENT: OPERATION MAJESTIC 12 / PREPARED FOR PRESIDENT-ELECT DWIGHT D. EISENHOWER: (EYES ONLY) / 18 November, 1952." (It was later stamped "TOP SECRET / MAJIC EYES ONLY.") The briefing described how, following public hysteria in 1947 over UFO sightings in Washington State and secret recovery of crashed objects in New Mexico, President Truman created "OPERATION MAJESTIC 12 [as] a TOP SECRET Research and Development/Intelligence operation responsible directly and only to the President of the United States."[20]

The documents, first published in 1987 by the British author Timothy Good in his book *Above Top Secret*, revealed the membership of Majestic 12 to include high-ranking military personnel and senior sources within the intelligence community, as well as key scientific personnel in post-WWII America. Understandably, the documents have been the subject of much controversy and comment, with some researchers believing them to be the real thing, while others cry hoax and/or disinformation.[21]

Following the initial release to Moore and Shandera in 1984, literally thousands of additional pages of Majestic 12 documentation surfaced in the late 1990s from a California UFO researcher, Timothy Cooper (now retired). Asserting that this sensational body of information came to him from a number of retired, insider whistleblowers attached to the military and the murky world of American intelligence, Cooper shared his collection of documents with the father and son research team of Dr. Robert and Ryan Wood of www.majesticdocuments.com—now home to the most comprehensive online collection of data, supporting materials and research papers on the Majestic documents.

While the documents themselves touch upon numerous issues of a UFO nature, it is with respect to the Roswell controversy that they have attracted most interest. Regarding the strange bodies found at Roswell, one particular document made available to the Wood team by Cooper, dated 1947 and referred to as the *Interplanetary Phenomenon Unit Summary*, declared:

> [I]t appeared that none of the five crew members survived entry into our atmosphere due to unknown causes. DR. DETLEV BRONK has been asked to assist in the autopsy of one well preserved cadaver to be done by MAJOR CHARLES E. REA. From what descriptions the team was able to learn [sic] and from photographs taken by intelligence photographers, the occupants appear in most respects human with some anatomical differences in the head, eyes, hands and feet. They have a slight build about five feet tall, with grayish-pink skin color. They have no hair on their bodies and clothed [sic] with a tight fitting flight suit that appears to be fire proof (some of the bodies looked as if they had been burned on head and [sic] hands). Their overall stature reminds one of young children. It is believed that there were male and female genders present, but was [sic] hard to distinguish.[22]

These beings appear to be of a different type than the often-reported smaller "gray" beings. A later Majestic Special Operations Manual for extraterrestrial recoveries describes two such species. It is possible that, while documents largely agree, other variations in detail derive from the highly compartmented nature of the security, in which the fewest possible persons had all the data. A further and similar document also supplied by Cooper, titled "*MEMORANDUM FOR THE MILITARY ASSESSMENT OF THE JOINT INTELLIGENCE COMMITTEE*," dated 19 September 1947, states:

> ...The recovery of unidentified planform aircraft in the state of New Mexico on 6 July 1947, ten miles northwest of Oscura Peak, and a debris field 75 miles northwest of the Army's 509th Atomic Bomb Group, Roswell Army Air Field, is confirmed. A subsequent capture of another similar craft 30 miles east of the Army's Alamogordo Army Air Field on 5 July 1947, has convinced the Army Air Forces S-2, Army G-2 and Navy ONI, that the craft and wreckage are <u>not</u> of U.S. manufacture.[23]

The collective body of Majestic 12 documentation is of a similar nature. If genuine, the documents suggest that at a highly restricted level, elements of the U.S. military, government and intelligence community have had in place since at least 1947 a classified operation designed to study and back-engineer UFOs, as well as to examine and autopsy their usually deceased crews, recovered as a result of a number of crash incidents in the United States and elsewhere.[24]

Though Roswell is viewed by many as the most credible of all crashed UFO accounts, the controversy surrounding what did or did not occur in the New Mexico desert in the summer of 1947 shows no signs of being resolved.

[1] Roswell Daily Record, *July 8, 1947.*
[2] *Information provided to the author by Stanton T. Friedman, December 19, 1993.*
[3] The Roswell Incident, *Charles Berlitz and William L. Moore, Granada Publishing Ltd., 1980.*
[4] The Roswell Investigation: New Evidence, New Conclusions, *William L. Moore, 1982.*
[5] Ibid.
[6] The Roswell Incident, *Charles Berlitz and William L. Moore, Granada Publishing Ltd., 1980.*
[7] Crashed Saucers: Evidence in the Search for Proof, *William L. Moore,* MUFON Symposium Proceedings, *1985.*
[8] The Truth About the UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, M. Evans, 1994.* UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, Avon, 1991.*
[9] *Ibid.* The Roswell Incident, *Charles Berlitz and William L. Moore, Granada Publishing Ltd., 1980.* UFO, *Vol. 9, No. 5.*
[10] *www.majesticdocuments.com/pdf/s-aircraft.pdf*
[11] *www.math.ohio-state.edu/history/biographies/lapaz.*
[12] The Truth About the UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, M. Evans, 1994.* UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, Avon, 1991.*
[13] *Ibid.* Alien Liaison, *Timothy Good, Random Century Ltd., 1991.* Alien Contact, *Timothy Good, Morrow, 1992.*
[14] *The Truth About the UFO Crash at Roswell*, Kevin D. Randle and Donald R. Schmitt, M. Evans, 1994. *UFO Crash at Roswell,* Kevin D. Randle and Donald R. Schmitt, Avon, 1991.
[15] Ibid.
[16] *Roswell in Perspective*, Karl Pflock, The Fund for UFO Research, 1994.
[17] Roswell in Perspective, *Karl Pflock, The Fund for UFO Research, 1994.* The Truth About The UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, M. Evans, 1994.* UFO Crash at Roswell, *Kevin D. Randle and Donald R. Schmitt, Avon, 1991.* The Roswell Incident, *Charles Berlitz and William L. Moore, Granada Publishing Ltd., 1980.* Crash at Corona, *Stanton T. Friedman and Don Berliner, Paragon House, 1992.*
[18] *www.fbi.gov.*
[19] *The Roswell Report: Fact Vs. Fiction In The New Mexico Desert*, Headquarters United States Air Force, 1995.
[20] *www.majesticdocuments.com/pdf/eisenhower_briefing.pdf*
[21] *Out There,* Howard Blum, Simon & Schuster, 1990.
[22] *www.majesticdocuments.com/pdf/ipu_report.pdf*
[23] *www.majesticdocuments.com/pdf/hillenkoetter_memo.pdf*
[24] *www.majesticdocuments.com;* "Evidence For The Existence Of TOP SECRET/MJ-12: An Examination Of Leaked Documents" *2nd Annual UFO Crash Retrieval Conference Proceedings,* Ryan S. Wood, November 12-14, 2004.

KIEV

UKRAINE, SUMMER 1947

According to data revealed by Russian UFO crash-retrieval investigator Anton Anfalov, in the summer of 1947 during the rebuilding of the city of Kiev, which had been decimated by the Nazis during the Second World War, workers discovered buried underground a "strange object" described as a "silvery, seamless, streamlined cylinder, arrow-shaped object, about 3 to 3.5 meters in diameter and 5 to 6 meters long."

Reportedly, the object was "excavated" and a team of "military field engineers" was brought in to deal with the find. It was subsequently transferred to a location northeast of Moscow that would also house the first Soviet missile research center.

An examination of the object allegedly confirmed that it was not a foreign missile as had been initially assumed, but had possibly been buried underground for up to 5,000 years.

Entry to the device revealed the presence of "2 small chairs for two very small pilots" and an array of "sophisticated equipment." According to Anfalov, "reverse engineering of the alien craft" was undertaken from the 1950s to the 1970s—something that, Anfalov further adds, "promoted Soviet missile and space technology, including the design of metal alloys, instrumental design, control systems and some construction elements."[1]

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[1] *Russian Crash Retrieval Report,* www.virtuallystrange.net/ufo/updates/2003/dec/m07-029.shtml

PARADISE VALLEY

ARIZONA, USA, OCTOBER 1947

The first indication that something of a crashed-UFO nature might have occurred at Paradise Valley, Arizona, in October 1947 surfaced from Silas Newton. He was a convicted con man from Colorado who would also become one of the central players in the tale of the alleged UFO crash event at Aztec, New Mexico in 1948. Possible corroboration for the reality of the Paradise Valley affair was brought to light in 1987 by British researcher Timothy Good. Good, the author of *Above Top Secret*, interviewed a man named Selman Graves, who claimed to have witnessed aspects of the retrieval of a strange object at Paradise Valley.[1]

According to Graves, he briefly witnessed seeing in the sand at Paradise Valley (and in the correct time frame) a large, circular shaped object that was more than thirty feet in diameter.

Graves knew little more than that; and the details provided by Silas Newton to author Frank Scully (published in his book *Behind The Flying Saucers*) are very brief indeed.[2]

To date, additional evidence concerning this particular report has failed to surface into the public domain.

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[1] Timothy Good, *Above Top Secret: The Worldwide UFO Cover-Up*, Sidgwick & Jackson, 1987.

[2] Frank Scully, *Behind The Flying Saucers*, Henry Holt, 1950.

GUADELOUPE

MEXICO, OCTOBER 1947

Found by this author and Nick Redfern within the now-declassified files of the White Sands Proving Ground, New Mexico (now the White Sands Missile Range) that are housed at the National Archives and Records Administration, Maryland, is the following document that references the crash of an "unknown missile" on Mexican territory in October 1947:

17 October 1947
Director of Research & Development Office,
Deputy Chief Of Staff, Materiel

Unknown Missile in Mexico

17 October 1947

Director of Research & Development
Office, Deputy Chief of Staff, Material

Unknown Missile in Mexico.

Investigation of the unknown missile which landed near Guadeloupe, Chihuahua, opposite Fabens, Texas, on 12 October 1947 has failed, so far, to identify it as a V-2, GAPA or other type of guided missile. Careful check by USAF, Ordnance, and Navy indicates that no missiles were fired from Alamogordo Special Range or White Sands Proving Ground on 12 October 1947. Army Ground Forces has eliminated possibility of an anti-aircraft target having gone astray.

Negotiations with the Mexican Government for the Long Range Proving Ground for guided missiles, which have been started through the State Department, may be jeopardized if Mexico is dissatisfied with the investigation. It is understood that newspaper statements that fragments of a V-2 have been identified are disturbing the Mexican Government.

(Mr. Roddy - 73481)

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It is logical to infer from the description of what the missile is not and the memo's author Mr. Roddy, that a conventional explanation is extremely remote and that he is concerned that the Mexican Government is not buying the cover story the newspapers are running that it's a V-2. Whatever the nature of this "unknown missile" its identity appears to have never been resolved; or, if the incident was explained, the facts remain currently outside the public domain.

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[1] National Archives and Records Administration, RG 341, Entry 174, Box 146, classified Secret

AZTEC

NEW MEXICO, USA, MARCH 1948

Next to the so-called Roswell Incident of July 1947, certainly the most talked-about, dissected, championed, promoted and discredited UFO crash case of all is that which is alleged to have occurred in the vicinity of Aztec, New Mexico, in 1948. According to information related to the author Frank Scully in the late 1940s (and subsequently published in his best-selling 1950 book *Behind the Flying Saucers*), as a result of a number of separate incidents in 1947 and 1948, the wreckage of four alien spacecraft, and no fewer than 34 alien bodies, had been recovered by U.S. authorities and were being studied under cover of the utmost secrecy at defense establishments in the United States.

As Scully was willing to admit, the bulk of his information had come from two prime sources: Silas Mason Newton (described in a 1941 FBI report as a "wholly unethical businessman") and one "Dr. Gee" (the name given to protect eight scientists, all of whom had supposedly divulged various details of the crashes to Newton and Scully). According to Scully's sources, one such UFO was found in Hart Canyon, near the town of Aztec, in March 1948.

Located in the spectacular Four Corners area where New Mexico, Colorado, Utah, and Arizona meet, Aztec lies 180 miles northwest of Albuquerque and 300 miles southwest of Denver. Surrounded on three sides by Indian reservations—Navajo, Ute and Apache—Aztec sits at the heart of Indian Country. Sandstone mesas overshadow lush river valleys, the snow-covered peaks of the San Juan mountains shimmer in the north, unique badlands of the Bisti Wilderness lie to the south, and heading west you cross the Navajo reservation, passing Shiprock on the way to Monument Valley.

The town is also home to the famous Aztec Ruins National Monument, a 450-room pueblo that is ancestral to the modern Anasazi communities of New Mexico and that was first built in the early 1100's. Used by the dwellers of Chaco Canyon, it was later modified and used by people more akin to those inhabiting Mesa Verde. The reconstructed Great Kiva at the site served as the center for the community-wide events and ceremonies and today boasts of being the largest such reconstructed Kiva in North America.

But what about the most controversial aspect of the town's history?

After the Aztec saucer crashed, so the story goes, it was located essentially intact by elements of the U.S. military that gained access to the object via a punctured porthole. Inside were found the bodies. Reports varied from two to sixteen small, humanlike creatures, all charred and dead. The UFO was then dismantled, whereupon it and the bodies of the crew were transferred to Wright Field in, Day-

ton, Ohio for study.[1]

At the time of its release, Scully's book caused a major sensation. In both 1952 and 1953, however, J. P. Cahn, a reporter who had previously worked for the *San Francisco Chronicle*, authored two detailed exposés which cast extreme doubt on the claims of Newton and "Dr. Gee" (identified not as "eight scientists" but as one Leo GeBauer, who had a background equally as dubious as that of Newton).

Yet, as the years have shown, the Aztec crashed UFO incident refuses to roll over and die—indeed it has now spawned a whole industry. In 1974, for example, Professor John Spencer Carr revealed that he had in his possession what was deemed to be credible information on the case, including testimony from a senior U.S. Air Force officer who was allegedly involved in the retrieval of the Aztec UFO.[2] Twelve months later, however, the event was once again demolished, this time by one Mike McClellan, in a persuasive paper titled *The UFO Crash of 1948 is a Hoax.*[3]

In view of this, it was something of a surprise when, in 1987, the researcher William Steinman released his own book, *UFO Crash at Aztec*, which asserted that the incident did occur and that Frank Scully's book was in essence factually correct. And just to compound things further, following the release of the Steinman book, *Fate* magazine reported that: "[the book] draws on speculation, rumor, unnamed informants and unbridled paranoia to defend and elaborate on the original story."[4]

Here we see the major problems with the Aztec story: both Newton and GeBauer were, at best, dubious con men. Scully published their testimony without question and Steinman made the fatal mistake of largely looking at the affair from the perspective of a believer. As a result, the whole story still remains unresolved after more than half a century. Did a UFO crash to earth in the harsh desert near Aztec, New Mexico? Were diminutive alien bodies recovered at the crash site? Was the incident successfully concealed by a concerned U.S. military? Were the key players in the story all that they appeared to be? And if not, then exactly what did occur at Aztec on that fateful day in 1948?

To answer those questions, we have to turn—surprisingly—to the U.S. Government. While official documentation pertaining to the allegedly similar events at Roswell the previous summer is practically nonexistent, the exact opposite can be said about Aztec.

Frank Scully's mysterious "Dr. Gee," born Leo Arnold Julius GeBauer on 25 February 1903, is the subject of an FBI file that totals no less than 398 pages. Interestingly, of that file, fewer than 200 pages have been declassified under the provisions of the Freedom of Information Act. The available papers amply demonstrate that GeBauer was, to put it mildly, a colorful character.

To begin with, he had numerous aliases, including Harry A. Grebauer, Harry A. GeBauer, Harry A. Greybauer, Harry A. Barbar, Leo A. J. GeBauer, Leo Arnold Julius GeBauer and Arnold Julius Leopold GeBauer.

A confidential FBI report of 19 December 1941 states that GeBauer made

some disturbing political statements prior to America's entry into World War II: "What this country needs is a man like Hitler; then everybody would have a good job. It would be a God's blessing if we had two men in the United States to run this country like Hitler. The English people are nothing but a dirty bunch of rats. We should stay home and tend to our own damn business and let Germany give England what they had coming." GeBauer went on to describe Hitler as a "swell fellow," adding that "the guy who shoots President Roosevelt should be given a gold medal." As FBI Special Agent J.J. McGuire noted: "GeBauer is always pointing out the good points of the German Government over the English and our democratic form of Government."

Controversy continued to surround GeBauer in later years. A memo dated 14 February 1969 from the Denver office of the FBI referred to an unnamed source who "threatened to do bodily harm to Gebauer and demanded $50,000 as part of commissions due him."

Silas Mason Newton, Frank Scully's main source for the Aztec UFO story, attracted his own share of controversy as well. An FBI document dated 30 September 1970 states: "Newton was born on July 19, 1887, at Shelby County, Kentucky. He is divorced and is a college graduate. He has claimed his occupation was that of a geologist, who has an income of $500 a month. He claims to have a Bachelor of Science in geology from Baylor University and to have studied for six months at Oxford University." But a further FBI report of 1970 reveals: "Silas Newton, presently under indictment [in] Los Angeles, California, for fraud, returned to Silver City, New Mexico, area January 1970, and began to organize what appears as a mining swindle."

What was it that brought Newton and GeBauer and crashed UFOs into the world of Frank Scully? The FBI took a keen interest in the intricacies of the Aztec affair and its 1952 files tell a notable story:

> Regarding the saucer story in July 1949, GeBauer, as a specialist in geomagnetics, became consultant to Newton, an alleged geophysicist, using instruments of his own design to make microwave surveys of oil pools. Newton had been a friend of Scully, who writes a weekly column for *Variety*, and in the fall of 1949, GeBauer discussed saucers with Newton and Scully at which time he claimed to have conducted secret inquiries with the government and other scientists on several saucers which had landed in New Mexico and Arizona.
>
> GeBauer claimed to have recovered from these saucers the tubeless radio, some small gears and small disks, all of which material had been secreted by GeBauer from the other scientists and government investigators. The three men agreed to publish a story of GeBauer's discoveries, but because of GeBauer's connections with the matter, he was to be identified only as Dr. Gee. To determine the reaction of the public to an unauthenticated story of the actual existence of flying saucers, on March 8, 1950, Newton, as Scientist X,

appeared as a guest lecturer before a science class at Denver University.

Newton told of Dr. Gee's findings, and the substance of the lecture leaked out to the newspapers. As a result, Scully wrote his book setting forth Dr. Gee's discoveries and revelations.

After reading the saucer story, J. P. Cahn noted several inconsistencies, and he decided to initiate an investigation to determine whether the story was based on facts or a hoax. In the beginning he went to Scully, but was unable to obtain the identity of Dr. Gee, and Scully was reluctant to produce Newton. Cahn met Newton in Scully's home at which time Newton claimed to be a graduate of Baylor University and Yale University, and a post-graduate of the University of Berlin. Newton promised to discuss with Dr. Gee the proposition to disclose fully an authenticated announcement that space ships were landing on earth, together with photographs, metals, and other evidence.

Newton exhibited a couple of gears, fine-toothed and about the size of pocket watches, and two disks of unknown metals, all being tied up in Newton's handkerchief. He alleged these items were obtained from one of the saucers. Newton also told Cahn of seeing secret detailed plans on the Airflow system of B-26's in Dr Gee's laboratories in Phoenix on which the mysterious Dr. Gee was doing research for the government. Dr. Gee had developed a magnetic fog, rain and darkness dispelling screen to be fitted on the windshields of airplanes to enable the pilot to see through any weather.

While in Scully's book Dr. Gee was said to have degrees from the University of Berlin, GeBauer only claimed electrical engineering degrees from Louis Institute of Technology in Chicago in 1931 or 1932; that while the book claimed from 1943 to 1945 Dr. Gee had headed 1,700 scientists doing experimental work in the secret magnetic research, GeBauer was merely chief of laboratories of Air Research Company in Phoenix and Los Angeles, mainly in charge of maintenance equipment.

Cahn talked with GeBauer and obtained a signed statement from him denying that he was Dr. Gee mentioned in Scully's book, and stating that he had no connection with Scully, his book, or statements, and had given Scully no authority to infer that he was Dr. Gee. GeBauer did state that he was acquainted with Newton.

At Newton's 8 March 1950 lecture at Denver University where he was billed as *Scientist X*. If the lecture was not actually attended by agents of the FBI, it was certainly monitored by them. An *Urgent* Teletype of 9 March from the FBI office at Denver confirms their awareness of Newton's talk:

> Two sources advised today that Silas Newton has given at least one and possibly more lectures before classes at Denver University yesterday or today in which he discussed flying saucers which he allegedly personally observed.

> This person claims to have seen several such objects, one of which allegedly landed in New Mexico. He also claims to have observed occupants of saucers described by him as of human form, but about three feet tall.

Newton had been escorted to the lecture by George T. Koehler, who was at that time a staff-member of the Rocky Mountain Radio Station. Curiously, in *Behind the Flying Saucers*, Frank Scully reported that within two hours of Newton's lecture, U.S. intelligence agents were asking questions about Newton and the nature of his talk, and what the general consensus of opinion was with respect to Newton's revelations. In addition, there is evidence to show that George T. Koehler was "relieved" of certain audiotapes after he had the foresight to surreptitiously record an interview between himself and a representative of the U.S. Army. "We know you have been recording these interviews," Koehler was told. "Now hand them over."

Matters took an even more bizarre turn when a Kansas City car dealer named Rudy Fick began telling stories to the effect that Koehler had informed him that he—Koehler—had "crashed the gate" at a radar station near the New Mexico-Arizona border and had actually seen two flying saucers that the military had in its possession. One of the craft was supposedly badly damaged, while the other was relatively intact. Once again, officialdom took note, as the following extract from FBI records makes clear:

> According to the information given Koehler around 50 of these flying saucers have been found in the United States in a period of 2 years. Of these, 40 are in the U.S. Research Bureau in Los Angeles. Each of the craft had a crew of 3. The bodies in the damaged ship were charred, but the other ship's occupants were in a perfect state of preservation, although dead.
>
> All were uniform height of 3 feet, beardless and their teeth were completely free of fillings or cavities. They wore no under-garments but had their bodies taped and were dressed in a sort of wire. Mr. Fick feels that the security department of the military fear that the sudden shock of a surprise announcement that interplanetary travel is possible might cause mass hysteria. OSI District 13 will interview Fick. The editor of the *Kansas City Star* stated that while they were aware of this story they did not dare publish it in the paper because it is too fantastic.

A partly censored FBI document of 22 March 1950 shows that a story very similar to that told by Fick was in circulation in Washington, D.C. as well. A one-page report from the FBI Special Agent in Charge at Washington, Guy Hottel, to J. Edgar Hoover, states:

> An investigator for the Air Force stated that three so-called flying saucers

> had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots. According to Mr. [Deleted] informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

Although its contents are at first glance eye opening, UFO investigator William Moore (who, with Charles Berlitz, co-wrote the book *The Roswell Incident*) asserts that the document is largely worthless, since its origins can be traced from Fick, to Koehler, and ultimately to Newton—whose testimony must be considered less than credible. Of course, pro-Aztec researchers maintain that if Newton and GeBauer were in possession of information that was even remotely accurate, then the memo of 22 March 1950 should not be ignored.

Was the Newton-GeBauer-Scully story factually correct? Was GeBauer the elusive Dr. Gee? Or was the entire matter without foundation? Here things become decidedly murky. In 1953, both Newton and GeBauer received suspended prison sentences for their part in defrauding one Herman Flader, a Colorado businessman who owned the Stay Put Clamp and Coupling Factory on the outskirts of Denver, which again does not inspire confidence in their word. And yet, for all the faults of Newton and GeBauer, there are a number of intriguing pointers that continue to breathe life into the Aztec affair.

As far as GeBauer was concerned, it is a proven fact that in the 1940s he definitely *was* employed as chief of laboratories at the Air Research Manufacturing Company, Phoenix.[5]

It so happens that of the four alleged UFO crashes discussed in Frank Scully's book, one allegedly occurred north of Phoenix, at Paradise Valley, in 1947. The researcher Timothy Good has revealed that he spoke with a private pilot, Selman Graves, who described witnessing aspects of an operation to retrieve a "large aluminum dome-shaped thing" in the Paradise Valley area, around which were "pitched buildings—tents—and men moving about." Given that Leo GeBauer had been employed during the early 1940s in the aerospace industry relatively close to where this event supposedly occurred, the possibility that he may have gleaned details of the alleged event from former colleagues at Air Research cannot be wholly dismissed.[6]

And with respect to GeBauer, there is one final point that deserves comment. Of the portions of his FBI file that remain classified, a number of pages are exempt from release "in the interest of national defense," according to the FBI.

Concerning Silas Newton, several issues should be noted. First, although a 1970s FBI file on Newton describes him as "an accomplished con man of many

years standing, who is knowledgeable in the field of petroleum and mining, and has exploited this knowledge in swindling people," earlier FBI papers refer to an interesting statement made by Newton in the 21 October 1952 issue of the *Denver Post*. According to the newspaper: "Newton had advised that he had never seen a flying saucer nor had he ever pretended to have seen one. Newton stated he was merely repeating what he had heard from other sources."

Considering that Newton was "an accomplished con man," why, on this occasion, did he seem curiously intent on playing down his role in the Aztec case and in the UFO controversy as a whole? If there was a suspicion—or, indeed, a fear—on Newton's part that he was possibly in possession of classified information, things become more understandable.[7]

Second, a fascinating piece of documentary evidence relative to the Aztec case has surfaced thanks to the investigative author Karl Pflock, namely extracts from Newton's personal diary from the 1970s.[8] In the diary Newton revealed that in the early 1950s, he was contacted by military officials who wished to speak with him about his crashed UFO story. Newton was told that the military knew that his UFO-crash-at-Aztec story was bogus. Incredibly, however, they wanted him to continue spreading the story far and wide and to whoever would listen. Newton asserted in his diary that while *he* might not have known too much about crashed UFOs, he had no doubt that his mysterious contacts certainly *did* know a great deal about the subject. This raises a number of important questions.

Was Newton (as a convicted and known con man) asked to continue telling his largely discredited tale because it acted as a convenient smokescreen for the military to hide a real crashed UFO behind? Or is there another reason why the military would want to spread fake stories about the U.S. Government being in possession of a crashed UFO? Possibly. The U.S. Intelligence community is known to have made use of the UFO controversy as a tool of psychological warfare in the 1950s. Is it conceivable that such stories were purposefully spread at the height of the Cold War to try and convince the Soviets that the U.S. had access to a technology the Soviets could only dream of? Or is this yet another of Silas Newton's grand games—a game designed to ensure that even from beyond the grave he continues to stir the Aztec cauldron?

In any event, the Aztec case does not rest solely on the likes of Newton and GeBauer. There are other, less flamboyant figures who also claim some knowledge of a UFO crash at Aztec. In 2002, investigative journalist Linda Moulton Howe, editor of Earthfiles.com, interviewed members of the Pace family in Farmington, New Mexico, who recalled hearing news of a crashed UFO back in the late 1940s. Howe explains:

> In March 1949, Geneva and Hulon Pace and their 9-year-old son, Glen, were living in a rented house on Lincoln Street in Farmington, New Mexico, while their new house was being built. All three remember a newspaper headline in the *Farmington Times Hustler* about a "crashed disk in Hart Canyon" elev-

en miles northeast of Aztec. The elder Paces thought it was March of 1949, when they were renting. I interviewed them at their Farmington home on March 22, 2002, for radio and Earthfiles.com. The date might have been a year earlier, but could not have been a year later because the *Hustler* changed to the *Farmington Daily Times* on August 1, 1949.

Hulon Pace: "We saw the story in the paper and the wife and I went to the college up here to locate that paper, but we can't find it anywhere. But it's well known throughout the community here that there was a crash site of a saucer out northeast of Aztec."

Glen Pace (born 1940): "I remember reading the headline and my mom read the whole article to us all in the living room at the dining table. It said a UFO had crashed near Aztec up in Hart Canyon. And the government had come and took the craft and carried it away. The article really existed! How in the world they [the government] got them all is beyond me!"[9]

Furthermore, Howe says, Aztec UFO investigator Scott Ramsey made contact with relatives of two former Aztec and Cuba, New Mexico, police officers, who told their families that they saw a crashed disc in Hart Canyon. The year given was 1948. Ramsey told Howe what the policemen said they saw on the Hart Canyon mesa one night in 1948—probably March:

Scott Ramsey: "He (Police Officer) finally said to the family, 'That actually did happen. I was one of the police officers at the crash site that day.' Going back to the family members, they remember him saying, 'I was one of the police officers at the scene.' Apparently, though, there were three involved. The one I will mention—and that was Andy Andrews—he was probably in his 50s back at the time of the Aztec incident. We don't really pinpoint him at the crash site, although he may have been with the Cuba police officer going up Highway 44 the night of the alleged crash.

Linda Howe: "What exactly did they describe they saw?"

Ramsey: "[A] large saucer-shaped object, no visible markings, no seams, rivets, weld marks. Perfectly smooth. More pewter in color. Going back to Ken Farley and Doug Nolan and the two police officers, and going back and retrieving the testimonies from the families, they kept using the words, 'Looked like it had been molded absolutely perfectly. No seams.' Very smooth, pewter in color, sort of a dull gray color. Two lenses put together with a 15-to-18-foot-diameter bubble in the middle."

Howe: "What about entities?"

Ramsey: "Doug Nolan did say he saw at least two. Again, to give you a little bit of background on Doug Nolan: he was a 19-year-old employee of the El Paso Oil Company back at this time frame. That's why we are pinpointing it to 1948, based on his 19-year-old age. He was getting ready for work. They started very early out in the oil fields. His boss, Bill Ferguson, who is also

deceased, when Doug picked him up, said, 'We've got to get out to Hart Canyon immediately. There's a bad brush fire and it's near one of the drip tanks the company owned.' They went out, Bill Ferguson being the lead man at the time, the senior man, and there lay the disk out on the end of the mesa."

Howe: "Were there entities there?"

Ramsey: "Doug and Bill Ferguson climbed up on the craft and looked in the window, and Doug said he could see two human-like humanoid beings slumped over."[10]

Whatever the ultimate truth about the Aztec UFO crash, it is serious business for the people of the town. Flying Saucer-related memorabilia can be found in numerous stores throughout Aztec, including at the Aztec UFO Information Center and Gift Shop, located on Main Avenue. Not only that: the town is also home to the Alien Run, a mountain-bike trail that was developed by Aztec citizens Al and Deral Saiz. Designed in response to the Friends of the Aztec Library's call for a mountain bike rally as a fund-raising event, the trail circles the alleged crash site at Hart Canyon. In addition, the town now boasts a yearly UFO conference held at the Aztec Civic Center that attracts, in droves, both the faithful and the curious.[11]

The key figures in this puzzling story—Silas Newton, Frank Scully and Leo GeBauer—are all long dead, but their legacy ensures that whatever did or, indeed, did *not* occur at Hart Canyon in March 1948, the legend of the little men of Aztec, New Mexico, lives on.

Paul Kimball[12] has investigated the case in detail. He stated in a recent conference presentation: "...did an alien spacecraft crash on the mesa above Hart Canyon Road in March, 1948? Beyond reasonable doubt? Absolutely not. There are still too many unanswered questions. On balance of probabilities, however... Well, let's just say the jury is still out. As Stan Friedman has said, 'Just because con men told the story about Aztec doesn't mean that there wasn't a genuine Aztec story to tell.'"[13]

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[1] *Behind the Flying Saucers*, Frank Scully, Henry Holt Publishers, 1950; *The Roswell Incident*, Charles Berlitz & William Moore, Granada, 1980

[2] *Clearwater Sun*, 27 October 1974

[3] *Official UFO*, December 1975

[4] *UFO Crash at Aztec*, William Steinman & Wendelle Stevens, UFO Photo Archives, 1987; *Fate*, February 1988

[5] *Incident At Aztec*, Nick Redfern, *Fortean Times*, No. 181, March 2004. *The FBI Files: The FBI's UFO Top Secrets Exposed*, Nick Redfern, Simon & Schuster, 1988; documentation declassified by the Federal Bureau of Investigation on Frank Scully, Leo Gebauer and Silas Newton

[6] *Beyond Top Secret*, Timothy Good, Sidgwick & Jackson, 1996

[7] *Denver Post*, 21 October 1952
[8] *The Day After Aztec*, Karl Pflock, self-published, 1999
[9] Journalist and author Linda Moulton Howe, editor of Earthfiles.com, interviewed members of the Pace family in their home in Farmington, New Mexico on March 22, 2002.
[10] transcript of conversation provided by Linda Moulton Howe
[11] http://www.aztecufo.com
[12] Kimball is by training a historian, lawyer and by vocation a filmmaker living in Canada. He can be contacted via http://redstarfilms.blogspot.com
[13] Aztec 1948: A documentary Re-appraisal of the Orginal Crashed Flying Saucer Story, 2nd Annual UFO Crash Retrival proceedings, Las Vegas 2004, page 211-222

HEBGEN LAKE

MONTANA, USA, 9 AUGUST 1949

When two unidentified aerial objects reportedly crashed in the vicinity of Hebgen Lake, Montana, in August 1949, the Air Force swung into action. And although a limited degree of official documentation on this particular case has been declassified, the full story remains either unresolved or still hidden behind the closed doors of officialdom.

In a one-page *Incoming Message* from Great Falls Air Force Base, Montana, to the Air Materiel Command at Wright-Patterson Air Force Base, Ohio, dated 17 August 1949, the incident is as follows:

> This office advised on 9 August 49 that 7 flying discs had been sighted at Hebgen Lake, Montana at 0930 hours that date. 2 of the discs were alleged to have crashed, 1 on the lake, and the other on the opposite shore in a wooded area. 2 agents of this office dragged the lake with negative results. Informant and only actual eyewitness, while absolutely trust worthy [sic], is prone to exaggeration. He stated discs were all little larger than an auto tire, of a grayish color, and either having a hole in the center or being painted dark in the center. Informant was not capable of estimating speed but agents estimated from description that discs were traveling in excess of 1000 miles per hour. Objects were reported traveling in South Westerly direction. A check of winds aloft for period revealed a generally South Easterly direction and of a maximum velocity of 24 knots per hour. No unusual atmospheric phenomena were evident on 9 August, sky conditions were clear and visibility unlimited. Informant described sound of object as being similar to a siren. Request advice of detailed report desired.[1]

One statement in this memo does not ring true: "2 agents dragged the lake." Given the fact that the lake is 16 miles long and 4 miles wide, it would be impossible for two agents to drag the entire lake. Maybe the memo intended to say that they "dragged the lake where the witness said the object entered." To date, as with so many other raw intelligence reports described within this book, this case has not been resolved, at least not publicly. Does Hebgen Lake, Montana still hold its prized secret, or was this case little more than a false alarm? Perhaps time—and a new, systematic search of the location—will finally lay this case to rest.

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[1] *Incoming Message* from Great Falls Air Force Base, Montana to the Air Materiel Command at Wright-Patterson Air Force Base, Ohio, 17 August 1949

SIERRA MADRE

MEXICO, LATE 1940s

In November 1949, Sam Petok, writing in the *Los Angeles Free Press*, reported an alleged UFO crash somewhere in the mountains of Sierra Madre, Mexico, in the late 1940s.[1] The details were brief. However, according to Petok, the story had come from a Los Angeles businesswoman named Alma Lawson, who had in turn received the details from a "sober and conservative" scientist friend that at the time Lawson declined to identify.

Three decades later, however, researcher William Steinman tracked down Alma Lawson, who—according to Steinman—identified her scientist friend as none other than Dr. Luis Walter Alvarez, a professor of physics at the University of California, Berkeley, who worked on the Manhattan Project and who was awarded the Nobel Prize in Physics in 1968. Steinman wrote to Alvarez on 3 May 1984, but received no reply.

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[1] *Los Angeles Free Press*, November 1949

DEL RIO

TEXAS, DECEMBER 1950

On 8 December 1950, the FBI Office at Richmond issued the following, Urgent Teletype message to Bureau Headquarters at Washington, D.C:

> Re Flying Saucers. This Office very confidentially advised by Army Intelligence, Richmond, that they have been put on immediate high alert for any data whatsoever concerning flying saucers. CIC here states background of instructions not available from Air Force Intelligence, who are not aware of reason for alert locally, but any information whatsoever must be telephoned by them immediately to Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated.[1]

Precisely what led to the issuing of this "high alert" remains unknown. Unofficially and according to whistleblower testimony and documentation, however, the alert followed the crash and subsequent retrieval of a UFO in Mexico in the same time frame.

For example, in an affidavit originally filed with the National Investigations Committee on Aerial Phenomena (NICAP) that is now housed in the archives of the Center for UFO Studies (CUFOS), retired Air Force Colonel Robert Willingham confirmed his knowledge of the detection on radar and subsequent crash of an object of unknown origin "south of Laredo, Texas" at the time in question.

According to Willingham, he and a co-pilot were able to fly a light aircraft to the crash site that was already secured by "armed guards" before being waived off. Although Willingham did not see the crashed object itself, he did retrieve a piece of metal from the site that "looked like a magnesium steel... I tried to heat it... it just wouldn't melt."

Then, Willingham said, he took the debris to a Marine Corps metallurgy laboratory in Hagerstown Maryland, where the debris mysteriously vanished and the trail went cold.[2]

Researcher Bruce Maccabee states: "[The investigator] Todd Zechel...investigated Willingham's story...It was Zechel's opinion...that the crash occurred on December 5, the recovery occurred on December 6, a general alert to counterintelligence was sent out on December 7, and the FBI learned about it on December 8."

Maccabee added: "Zechel told this author that in 1978 he and a Japanese TV documentary team chartered a plane and flew, with Col. Willingham, to the loca-

tion of the crash. It was roughly in the vicinity of Del Rio, Texas..."[3]

It is important to note that Willingham provided is sworn affidavit in 1977 a full year before Stanton Friedman spoke with Major Jesse Marcel and the subsequent development of the Roswell case.

That unusual aerial activity was reported in the time frame at issue is not in doubt. In his book Present at the Creation, former U.S. Secretary of State Dean Acheson stated that on the morning of 6 December 1950: "...Our early warning radar system in Canada had picked up formations of unidentified objects, presumably aircraft, heading southeast on a course that could bring them over Washington in two or three hours. All interception and defense forces were alerted."[4]

In the book The Wise Men, by Walter Isaacson and Evan Thomas, a similar scenario is presented, with the fear expressed within official circles that the unknown targets were "Russian planes."[5]

And in Memoirs of Harry S. Truman: Years of Trial and Hope 1946-1952, the former president himself confirmed that "radar screens of some air defense installations in the far north were reporting large formations of unidentified planes approaching."[6]

The unusual radar returns would shortly thereafter be firmly dismissed amid stories about misidentifications of flocks of geese, an "unusual disturbance in the Arctic atmosphere" and even U.S. military aircraft being mistaken for enemy planes.[7]

Notably, a reference to this particular crash appears in the Majestic 12 Eisenhower Briefing Document (EBD). According to an extract from the EBD:

> "On 06 December 1950, a second object, probably of similar origin, impacted the earth at high speed in the El Indio-Guerrero area of the Texas-Mexican border after following a long trajectory through the atmosphere. By the time a search team arrived, what remained of the object had been almost totally incinerated. Such material as could be recovered was transported to the [Atomic Energy Commission] facility at Sandia, New Mexico."[8]

Investigations by the author of the 1950 White House switchboard phone log shows that phone traffic nearly doubled on 06 December 1950. Based on the phone records, it is logical to believe that the following people were aware of the UFO incident, its subsequent crash and military recovery: Sydney Souers, James E. Webb, William Stuart Symington, Dean Acheson, Robert A. Lovett, J. Edgar Hoover, Omar Bradley and George C. Marshall.[9]

Further, intense research may shed additional light on this intriguing affair—particularly as there is a high degree of credible witness testimony in the form of a firsthand account and the recollections of none other than former President Harry S. Truman and Secretary of State Dean Acheson.

[1] Federal Bureau of Investigation Teletype, 8 December 1950
[2] Affidavit of Colonel Robert Willingham (Ret.)
[3] *Immediate Saucer Alert! The Mystery of December 6, 1950*, Bruce Maccabee, *Mutual UFO Network Symposium Proceedings*, 1999
[4] *Present at the Creation*, Dean Acheson, W.W. Norton Publishers
[5] *The Wise Men*, Walter Isaacson & Evan Thomas, Simon & Schuster, 1986
[6] *Memoirs of Harry S. Truman: Years of Trial and Hope 1946-1952*
[7] *Immediate Saucer Alert! The Mystery of December 6, 1950*, Bruce Maccabee, *Mutual UFO Network Symposium Proceedings*, 1999
[8] www.majesticdocuments.com
[9] Truman Presidential Library, Presidential appointments, box 87

EDWARDS AIR FORCE BASE

CALIFORNIA, 1952

In the *UFO Ohio Yearbook 1979*, Leonard Stringfield wrote:

> My information for one known UFO crash incident in 1952 comes from a reliable person in a technical position at a large General Electric plant. His brother... was on duty as a radar specialist at Edwards Air Force Base, California in 1952 when he saw a UFO descending toward Earth at a great speed... When the UFO had been confirmed to have crashed, the Captain on duty gave him instructions: "You didn't see anything!"[1]

According to the brief data imparted to Stringfield, the UFO had crashed in an unspecified desert location near Edwards AFB, was more than 50 feet in diameter and was "occupied by dead humanoid bodies approximately 4-1/2 feet tall," all of which were later transferred to Wright-Patterson AFB for study.

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[1] *UFO Ohio Yearbook 1979*

SAN MIGUEL COUNTY

NEW MEXICO, USA, SPRING 1952

Without doubt one of the strangest (but, notably, documented) alleged UFO crash incidents occurred in the New Mexico desert in early 1952. The case is puzzling in the sense that there are but two possibilities: either the event occurred precisely as the witness claimed, or it was the product of a deluded mind. Interestingly, official records chronicle the event in its entirety but leave open to interpretation the truth of the affair.

In a 13 November 1952 document titled *Unconventional Flying Objects Sighted; And Portions Recovered By [First Name Deleted] McLean, Friona Texas*, prepared by the Air Force Office of Special Investigations at Tinker Air Force Base, Oklahoma City, Oklahoma, and marked for the attention of the Director of Investigations at Washington, D.C., the following was disclosed:

1.SYNOPSIS: Special Agent in Charge, Dallas, Texas, Texas Field Division, FBI, advised this district that [First Name Deleted] McLean of Friona, Texas, had reported seeing flying saucers at an unnamed point in New Mexico; had recovered three fragments which landed close to him; and had notified the Pentagon but hearing nothing had sold a portion of one object to a Russian scientist from the USSR Embassy.

2.DETAILS:

a.FBI received information to the effect that McLean had written a letter to an unnamed friend in Amarillo, Texas, and it read in part as follows:

b."but to get back to flying saucers that are real, recently I was camped on a mountain in New Mexico and saw a dim light at first circling around up high. It circled in a mile across circle but kept descending. First the light was white but as it got lower it turned green and exploded showering light objects in all directions. Several of those fiery objects landed close to me, most of them were buried in the ground, but I gathered up three that were only partly buried and brought them home with me.

c."I notified the Pentagon in Washington what I had saw fall. I heard

> nothing from them but a Russian scientist from the U.S.S.R. Embassy did come and buy one half of one of those objects. It was so hard we had to use a sledge hammer to break into. In the center was a round hole or vacuum filled with fine powder. This scientist scraped every bit of the dust up and put it in a bottle. He claims the object was uranium and other unknown minerals."

The document continues:

> Mr. and Mrs. McLean, Friona, Texas, were interviewed and Mr. McLean advised that he was a retired farmer. He stated that he had always been interested in meteors ever since he took a correspondence course concerning meteors some 50 years ago.
>
> McLean stated that in the spring of 1952 he was traveling in the eastern part of San Miguel County, New Mexico, with his wife, when he found a large deposit of a metal unknown to him. He stated that he picked up a piece of this metal and brought it back to Friona, Texas, with him. Mrs. McLean verified this statement inasmuch as she stated that she was with him at the time he picked up the metal.
>
> McLean was questioned concerning his statement in the above letter that he saw the material fall but stated that he did not remember writing any such information in the letter and emphatically stated that he did not see the material fall to earth.
>
> McLean stated that after he found this material and returned to Friona, Texas, he wrote letters to Senator Lyndon B. Johnson of Texas and Senator Clinton Anderson of New Mexico concerning the material. He stated that both senators replied requesting that he ship samples of this material to a Government Laboratory in Tucson, Arizona. McLean stated that he sent samples of this material to the Government Laboratory in Tucson, Arizona, and stated that they replied advising him that the material was part of a meteor. McLean was asked if he were still in possession of all this correspondence but stated that he had destroyed it all.
>
> McLean advised that shortly after he wrote to the two senators about this material he was visited by an unknown individual who, according to McLean, displayed the credentials of the Soviet Embassy. McLean was asked to describe the credentials of this person and stated that they were very similar to the credentials of the writer but that the writing was in Russian. McLean was then asked if he could read the writer's credentials, and he stated that he could not read very well but he felt sure that they were in English. McLean could not place the time of this visit and could furnish no other information concerning this alleged individual with the exception of the fact that he stated that he thought this individual came from the Russian Consulate in Amarillo, Texas.

McLean stated he was no longer in possession of any of the unknown material inasmuch as he had recently given the remainder of the material to his wife's nephew, Mr. [Deleted] of Lawrenceville, Illinois.

It was also pointed out that in the letter set out above McLean advised that he sold half of the material to the representative of the Russian Embassy. At the time of the interview he emphatically denied selling any of the material to the representative of the Russian Embassy and stated that he could not remember having made such a statement in the letter to the individual in Amarillo, Texas.

Deputy Sheriff C.M. Jones, Friona, advised that he had known the subject for many years and advised that the subject is an elderly man approximately 71 years of age. Jones advised that the subject has nothing whatsoever to do and is somewhat of a dreamer. Jones explained that McLean dreams of various things and then thinks about them to the extent that he actually believes what he dreamed. Jones stated that the subject will then come to the downtown section of the little town of Friona and attempt to convince people that his dreams are actually the truth. Jones stated that the people of Friona, Texas, very seldom believe or put any faith in any matters discussed by the subject due to his mental condition.

Jones stated that the subject is entirely loyal to the United States but has merely reached that age in life where his mind has begun to deteriorate.[1]

An examination of the available documentation might suggest that the entire controversy was purely the creation of an elderly, confused and fading mind. And perhaps it was. It should not be forgotten, however, that the discovery of the "large deposit" of a "metal unknown" at San Miguel County, New Mexico, was confirmed to the Air Force by McLean's wife—who was apparently of sound mind. Therefore, that *something* was recovered by McLean does seem likely.

In addition, the reference to the alleged mysterious "Russian scientist from the USSR Embassy" that purportedly visited McLean and departed with some of the recovered material has something of a *Man-in-Black* air to it.

More than half a century on, and with the key player in this case long departed, this event remains intriguingly unresolved.

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[1] *Unconventional Flying Objects Sighted; And Portions Recovered By [First Name Deleted] McLean, Friona Texas*, Air Force Office of Special Investigations at Tinker Air Force Base, Oklahoma City, Oklahoma, for the attention of the Director of Investigations at Washington, D.C., 13 November 1952

SPITSBERGEN

NORWAY, EARLY 1952

In June 1952, a CIA intelligence report made note of a German magazine article that described an unusual "flying saucer" incident in Norway. According to the CIA:

> Writing in the German magazine *Der Fliger*, Dr. Waldemar Beck says that a flying saucer which recently fell at Spitsbergen has been studied by eminent Norwegian and German rocket experts. He writes that Dr. Norsal, a Norwegian expert in rocket construction, went to the place where the flying saucer had fallen a few hours after it had been discovered in the mountains of Spitsbergen by Norwegian jet planes. In the wreck of the apparatus the expert is said to have discovered a radio piloting transmitter with a nucleus of plutonium transmitting on all wavelengths with 934 hertz, a measure that has been unknown so far. The investigation has also shown that the flying saucer crashed because of a defect in its radio piloting system. The saucer which carried no crew has a diameter of 47 meters. The steel used in the construction is an unknown alloy. It consists of an exterior disc provided at its peripheral with 46 automatic jets. This disc pivots around the central sphere which contains the measurement and remote control equipment. The measurement instructions have an inscription in Russian.[1]

Three years later, in 1955, the Stuttgart-based newspaper *Stuttgarter Tageblatt* reported:

> Oslo, Norway, Sept. 4, 1955—Only now a board of inquiry of the Norwegian General Staff is preparing publication of a report on the examination of remains of a UFO crashed near Spitsbergen, presumably in early 1952. Chairman of the board, Colonel Gernod Darnbyl, during an instruction for Air Force officers stated: "The crashing of the Spitsbergen disc was highly important. Although our present scientific knowledge does not permit us to solve all the riddles, I am confident that these remains from Spitsbergen will be of utmost importance in this respect."

Colonel Darnbyl was further quoted as saying: "Some time ago, a misunderstanding was caused by saying that this disc was of Soviet origin. It has—this we wish to state emphatically—not been built on earth. The materials used in

its construction are completely unknown to all experts who participated in the investigation."

The *Stuttgarter Tageblatt* had still more to impart: "According to Colonel Darnbyl, the Board of Inquiry is not going to publish an extensive report until some sensational facts have been discussed with U.S. and British experts. We should reveal what we found out, as misplaced secrecy might lead to panic."

The newspaper report continued:

> Contrary to information from American and other sources, Second Lieutenant Brobs and Tyllenson, who have been assigned as special observers of the Arctic regions since the events at Spitsbergen, report the flying discs have landed in the polar regions several times. Said Lieutenant Tyllenson: "I think that the Arctic is serving as a kind of air base for the unknowns, especially during snow storms when we are forced back to our bases. I have seen them land and take off on three separate occasions. I notice that, after having landed, they execute a speedy rotation around their discs. A brilliant glow of light, the intensity of which is variable with regard to speed at landing and at take off, prevents any view of the things happening behind this curtain of light and/or inside the disc itself."[2]

How much of this fantastic information can be authenticated and considered reliable?

In 1985, the British researcher Philip Mantle looked into the case and was informed by the Norwegian Government that nothing even remotely resembling the Spitsbergen crash had ever occurred. "The whole story seems utterly unfounded," Mantle was told by Arild Isseg, the head of the Information Division, Norwegian Royal Ministry of Defense.

Furthermore, several of those people cited in both newspaper articles and official intelligence summaries of newspaper articles on the Spitsbergen story simply did not exist.

However, Spitsbergen still refused to roll over and die. William Moore (co-author with Charles Berlitz of *The Roswell Incident*) spoke with the French investigator Jean Sider, who had uncovered a clipping from a newspaper in Nancy, France, that referred to a Nazi-developed craft constructed in the closing stages of World War II, the description of which sounded remarkably like the object recovered at Spitsbergen.[3]

But the most baffling addition to the Spitsbergen saga came from the U.S. National Security Agency. Under the terms of the Freedom of Information Act, the NSA has declassified a translation of a Russian Novosti Press Agency article on UFOs titled *Flying Saucers? They're A Myth!*[4]

Contained within the article is a small section that reads: "An abandoned silvery disc was found in the deep rock-coal seams in Norwegian coal mines on Spitsbergen. It was pierced and marked by micro-meteor impacts and bore all

traces of having performed a long space voyage. It was sent for analysis to the Pentagon and disappeared there."

Notably, prior to its declassification, the section of the article translation that referred to Spitsbergen was carefully circled with a pen by an unknown source at the NSA with the word "Plant."[5]

Although many researchers have (with some justification) dismissed the Spitsbergen case as a UFO crash-retrieval hoax because of the proven fact that several of those cited in then-contemporary newspaper articles on the case were outright products of fiction, the "Plant" reference suggests that the case may have been the product of U.S. Intelligence, designed to cloud and confuse even further the murky world of UFO crash-retrieval accounts.

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[1] Central Intelligence Agency report, press abstract, June 1952

[2] *Stuttgarter Tageblatt* newspaper, 5 September 1955

[3] *Saarbrucker Zeitung* newspaper, 28 June 1952. *The Spitsbergen Saucer Crash*, William L. Moore, William L. Moore Publications & Research, 1986

[4] *Flying Saucers? They're A Myth,* Novosti Press Agency, 1968

[5] www.nsa.gov

SILVER SPRING

MARYLAND, USA, JULY 1952

The only currently available source for the data relating to this case is a one-page Air Force Office of Special Investigations (AFOSI) document of 23 July 1952, which details the following:

1.On 22 July 1952, Colonel Smith, Executive Officer, Directorate of Intelligence, USAF, advised that his office had just received a call from the above captioned individual, and that he was concerned over some object that had apparently fallen in a wooded area behind his home. According to Colonel Smith, Mr. [Deleted] resides on Layhill Road, Silver Spring, Maryland, and is employed by some Buick Company in the Silver Spring area.

2.Colonel Smith further stated that Mr. [Deleted] reported this incident to the local police on 19 July 1952, the date the incident occurred, but having received no satisfaction decided to call the Air Force on 22 July 1952. I telephonically communicated the above information to Colonel White, District Commander, DO #4.

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. Of Special Investigations
The Inspector General [1]

Interesting and potentially significant is the fact that this particular event occurred at the same time that a now-famous wave of UFO encounters was occurring over the United States capital. Even more significant is the testimony of Canadian government engineer Wilbert Smith, who stated in an interview conducted with ufological truth-seekers almost ten years later that during the July 1952 wave, the U.S. Air Force retrieved a piece of debris "which had been shot from a small flying saucer near Washington in July [1952]."

Smith asserted that he had the piece of priceless wreckage in his possession at one point and that he showed it to his close friend, U.S. Navy Rear Admiral H. B. Knowles.

Said Smith: "I showed it to the Admiral. It was a piece of metal about twice the size of your thumb which had been loaned to me for a very short time by [the

U.S.] Air Force... As a general thing they differ only in that they are much harder than our materials. [It was] in reality a matrix of magnesium orthosilicate. The matrix had great numbers—thousands—of 15-micron spheres scattered through it."

Asked if he returned the piece of debris to the Air Force, Smith replied: "Not the Air Force. Much higher than that."

Pressed for further answers concerning the possibility that the organization to which the material was returned was the CIA, Smith replied: "I'm sorry, gentlemen, but I don't care to go beyond that point. I can say to you that it went into the hands of a highly classified group. You will have to solve that problem—their identity—for yourselves."

Taking into consideration Smith's comments about crashed saucer debris recovered in July 1952 by the Air Force, one has to wonder if the Intelligence report of 23 July 1952, as cited above, was describing the fall from the sky of the exact "piece of debris" that the Air Force would ultimately locate and of which Smith had firsthand knowledge.[2]

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[1] Headquarters, U.S. Air Force, The Inspector General, Directorate of Special Investigations, 23 July 1952

[2] *UFOs and the National Security State: An Unclassified History, Volume One: 1941-1973*, Richard M. Dolan, Keyhole Publishing Company, 2000; *Flying Saucers: Serious Business*, Frank Edwards, Lyle Stuart, Inc., 1966

BRAXTON COUNTY

WEST VIRGINIA, SEPTEMBER 1952

On the evening of September 12, 1952, fireballs were sighted over a wide area of the eastern United States. At about 7 p.m., one passed over Baltimore, Maryland, not far from the nation's capital. At almost the same time, reports of another came in from Kingsport, Tennessee as well as Wheeling and Parkersburg, West Virginia. Fifteen minutes later, a few people in the small town of Flatwoods, West Virginia, saw what they described as a meteor passing over their town—an odd meteor, if that is what it was, since it pulsed with light and appeared to land.

A group consisting of one adult and six children of varying ages[1] trekked up to the spot where the "landing" had apparently occurred. There they noticed a foggy mist and a strange, nauseating odor that burned their nostrils and throats. They shone a flashlight in the area and saw a "huge man-like creature" over 10 feet tall with an oversized, fiery-orange head and protruding eyes. The being emitted beams of light and moved towards them "as if... floating through the air." One person fainted but quickly recovered. Then everyone ran.

The Braxton County Sheriff arrived at Flatwoods later that evening, scoffed at the story and refused to go up the hill. Others did go up, including some reporters, and all detected a strong, metallic stench. The first reporter on the scene did not think the witnesses were lying but did assume they were mistaken. The sheriff finally climbed the hill the next evening and encountered the odor. In the tall grass was a 15-foot circular area in which the grass was flattened and the ground depressed. Before long, a number of other people visited the area.

Interested researcher, zoologist and future UFO author Ivan Sanderson arrived to investigate the Flatwoods case on 18 September. He found the witnesses credible but believed the stench to be one often encountered in organic chemistry laboratories; it "almost surely" derived from the grass indigenous to that area. Still, the grass did smell a bit too strongly, he admitted; and there were other oddities as well. Immediately above the circle, he saw a patch of vegetation that seemed suddenly to have turned brown. Some leaves from a vine he picked were burned at the edges, instead of having died from the stem out. It also appeared that the object descended vertically, not at an angle the way a small meteor would have.

Sanderson researched the other sightings in the area that night. He determined that all of the objects were traveling in the same direction, about the same speed, spaced several miles apart from each other. He found other people who claimed to see apparent landings. One was ten miles southwest of Flatwoods, where a "flaming object" crashed into the wooded side of a steep hill. Another witness was puzzled by smoke that hung around a hill that night, and claimed his brother

had seen a low-flying bright object make a neat turn. All of this prompted Sanderson to conclude that "a flight of intelligently controlled objects flew over West Virginia."

The Air Force also sent two investigators to Flatwoods, who concluded that the locals had seen a meteor, then the glowing eyes of an owl, and had just gotten hysterical.[2] Such a finding, however inaccurate or deceptive, may have been calculated to pacify a populace still aroused over the spectacular UFO flap that had besieged Washington, DC in July, 1952, only two months earlier. The Air Force conclusions are also consistent with the 1954 Special Operations Manual's guidelines for keeping the public in the dark: "Meteors, downed satellites, weather balloons and military aircraft are all acceptable alternatives..." to admitting that a UFO may have impacted the earth.

A major challenge with the Flatwoods case is the apparent absurdity of the creature as described by the witnesses, coupled with the universal acknowledgment by all investigators, including skeptics, that the witnesses were not hoaxing. Yet, by stepping back and looking at the larger context and other evidence, a clear picture emerges.

Of significant note is the linkage of this case to the Majestic documents, specifically the President-elect Eisenhower Briefing Document (EBD) of 18 November 1952[3] by Admiral Roscoe Hillenkoetter regarding Operation Majestic-12. The EDB states on page 5:

> Implications for National Security are of continuing importance in that motives and ultimate intentions of these visitors remain completely unknown. In addition, a significant upsurge in the surveillance activity of these craft beginning in May [1952] and continuing through the autumn of this year has caused considerable concern that new developments may be imminent.

This upsurge in UFO activity and the West Virginia crash event itself are the subject of a definitive new book, *Braxton County Monster*[4] by Frank C. Feschino, Jr. Feschino became hooked on the story and dug deeper, traveling all over the countryside interviewing witnesses, and poring over countless government documents, books and old newspaper articles. He also gained the trust of several Braxton County first-hand witnesses to the event who opened up to him and told their story for the first time in fifty years. The result is a compelling set of in-depth evaluations of both private and public records, supporting this single event as one in a series of UFO crashes during a period of heightened UFO activity. More than just a detailed study of the "monster" event, the book uniquely establishes a pattern of connections to other UFO activity of the day, along with unambiguous cover-up actions by the military.

Feschino goes on in later chapters to describe stunning reports of extensive air to air combat, with attendant loss of aircraft and life. With the possible exception of reports from Soviet Air Force personnel, such battles have never before been written up. It is axiomatic that if U.S. forces did successfully shoot down some of

the UFOs, we would have scrambled to recover them. In this light, the numerous reports of crashed or downed craft compiled by Leonard Stringfield perhaps take on a new perspective.

Finding the death record of a pilot killed on 12 September 1952 is one stunning result of Feschino's exhaustive research. The fact that General Benjamin Chidlaw of Air Defense Command, Ent Air Force Base, New Mexico, signed the regret letter is fascinating because Ent AFB was where Harry Bob Cooper (father of Tim Cooper, conduit of many Majestic document leaks) was stationed when he received his commendation for his contributions to "the U.S. Air Force's UFO Program" (see facsimile in the color insert section).

Feschino's "speculation about the events of that night" is a gripping and highly believable portrayal of an unknown battle with a fleet of 16 UFOs. Unfortunately, if Feschino is correct, our aircraft and pilot losses were essentially all the result of UFO self-defense. The huge cover-up of this battle, elements of which must have been observed by civilians on the ground, undoubtedly posed a daunting challenge to those responsible for keeping the public unaware of the real events of 12 September 1952.

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[1] The youths ran to the home of Mrs. Kathleen May, who provided a flashlight and accompanied them up the hill. In addition to Mrs. May, a local beautician, the group included her two sons, Eddie 13, and Freddie 14, Neil Nunley 14, Gene Lemon 17, and Tommy Hyer and Ronnie Shaver, both 10, along with Lemon's dog.

[2] *Uninvited Visitors, p.* 39-51; Jim & Coral Lorenzen, *Encounters with UFO Occupants, p.* 169-170; Barker, *They Knew Too Much, p.* 7-26; Keyhoe, *Flying Saucers from Outer Space, p.* 116-118; Clark, *The UFO Encyclopedia, Vol.* 2, p. 145-146.

[3] The Eisenhower Briefing Document, was leaked as undeveloped Tri-X film to Jamie Shandera in 1986 via a mail box drop and subsequently investigated and analyzed in extreme detail by William Moore and especially Stanton T. Friedman the results of which are in several of his publications. The full text and EBD document can be viewed at www.majesticdocuments.com.

[4] *Braxton County Monster*, Frank C. Feschino Jr., Quarrier Press October 2004

NEW MEXICO

USA, 1953

Sent to the now defunct *NICAP* organization in April 1964, the following letter describes an event that—according to the letter writer, KA, a student at Bob Jones University—occurred in New Mexico on an undetermined date in 1953. It reads:

> Here at school there is an instructor, who during the Korean conflict was an adjutant to an Army Air Corps General at one of our New Mexico proving grounds. I got the following story from him.
>
> In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied, with doors open. Upon searching the surrounding area they came upon the bodies of the saucer's four occupants, all dead.
>
> Shortly after this, certain top level personnel were given the true saucer story by Air Force officials. In his capacity my source was included in this. They were shown the bodies of the four occupants of the ship, which he described as from three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to determine the cause of death. No cause for their deaths was ever found. Also at this time, they were shown three saucers which the Air Force has. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well, and there were no visible means of control, no visible means of propulsion. He told me that since that time, the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.[1]

In 1977, as a result of KA's lead, researcher Richard Hall met with a Lt. Colonel who appeared to have knowledge of this case. The officer advised Hall that he had seen, firsthand, four alien bodies at Langley AFB that had been "recovered from a crash in 1953 near White Sands, New Mexico."[2]

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[1] Letter to *NICAP*, 8 April 1964

[2] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield, Published Privately, 1982

KINGMAN

ARIZONA, USA, MAY 1953

The genesis of the Kingman crash story can be traced back to 3 February 1971, the date that two men with an interest in UFOs, Jeff Young and Paul Chetham, conducted an interview with a source that investigator Ray Fowler would later refer to by the pseudonym "Fritz Werner," and who claimed knowledge of a crashed UFO and alien bodies recovered near Kingman, Arizona, on May 21, 1953.

Chetham and Young were the first people within the UFO research community to speak with the source, and brief aspects of the story and interview were published in the Framingham, Massachusetts, edition of the *Middlesex News*, on 23 April 1973. According to the newspaper, Jeff Young had interviewed a man who asserted that he had worked with Project Blue Book and had made "contact with an alien craft."

The source, according to Young and Chetham, claimed that he had been at the site of a UFO crash at Kingman, Arizona, approximately twenty years previously. He identified himself as a graduate engineer with degrees in mathematics and physics and a master's degree in engineering.

In the specific part of the interview with Young and Chetham that dealt with the Kingman crash, the source stated: "The object was not built by anything, obviously, that we know about on Earth. At that time I was out of the atomic testing, but I was still with the Air Force and this was the time I was on Blue Book. There was a report that there was a crash of an unexplained vehicle in the west and they organized a team of about forty of us. I was one of those forty."

The source went on to inform Young and Chetham that he had been alerted "through official channels and on a private phone line from the base commander at Wright Field saying that you're a member of Blue Book and we would like for you tomorrow to get on a plane, go to Chicago and from there to Phoenix."

The source further advised Young and Chetham that the object was "more like a teardrop-shaped cigar. It was like a streamlined cigar."

With respect to a body or bodies found at the scene, the source added: "I saw the creature [that] you're talking about. It was real and I would guess about four feet tall." He also stated that the body was dark brown in color and he offered the theory that perhaps the creature's skin had darkened due to "atmospheric exposure."[1]

Researcher and author Ray Fowler learned of the Kingman case from the *Middlesex News* and tracked down the witness himself in a determined effort to uncover the truth. In his book *Casebook of a UFO Investigator*, Fowler stated: "In 1973 I came even closer to documenting the reality of crashed UFOs, with

a signed affidavit from an alleged member of the USAF investigating team! He must remain anonymous; I've dubbed him Fritz Werner."

Werner's signed affidavit to Fowler follows.

> I, Fritz Werner, do solemnly swear that during a special assignment with the U.S. Air Force, on May 21, 1953, I assisted in the investigation of a crashed unknown object in the vicinity of Kingman, Arizona.
>
> The object was constructed of an unfamiliar metal which resembled brushed aluminum. It had impacted twenty inches into the sand without any sign of structural damage. It was oval and about 30 feet in diameter. An entranceway hatch had been vertically lowered and opened. It was about 3-1/2 feet high and 1-1/2 feet wide. I was able to talk briefly with someone on the team who did look inside only briefly. He saw two swivel seats, an oval cabin, and a lot of instruments and displays.
>
> A tent pitched near the object sheltered the dead remains of the only occupant of the craft. It was about 4 feet tall, dark brown complexion and had 2 eyes, 2 nostrils, 2 ears, and a small round mouth. It was clothed in a silvery, metallic suit and wore a skullcap of the same type material. It wore no face covering or helmet.
>
> I certify that the above statement is true by affixing my signature to this document this day of June 7, 1973.

According to Ray Fowler:

> I watched as Mr. Werner carefully read and signed the final piece of documentation to a 65-page report I had prepared for NICAP. Although no additional witnesses could be found, the peripheral names, positions, tests, dates, and places mentioned within Mr. Werner's personal account all check out exceptionally well...
>
> To pin down the exact date of the crash, Fritz mentioned that he may have written something in his diary at that time. After a search, he found the penciled diary that he kept meticulously in those days. When I examined its pages, there was no doubt as to its authenticity...
>
> My eyes then skipped over to the entry on May 21: "Up at 7:00. Worked most of day on Frenchman with cubicles. Letter from Bet. She's feeling better now—thank goodness. Got picked up at Indian Springs AFB for a job I can't write or talk about."[2]

In his 1978 paper *Retrievals of the Third Kind*, presented at the annual MUFON Symposium of that year, Leonard Stringfield related the account of researcher Charles Wilhelm, whose father had been told an account by a "Major Daly" of his (Daly's) flight to the site of a UFO crash in April 1953. Daly was then blindfolded

and driven out to a desert location that was hot and sandy. Inside a tent the blindfold was removed and he was taken to another location where he saw a "metallic ship," twenty-five to thirty feet in diameter, and that was undamaged.

According to Stringfield and Wilhelm, Major Daly spent 2 days analyzing the UFO and stated that it was not made on earth. Daly stated that at no time was he allowed to enter the UFO; however, it did have a hatch or opening that was four-to-five feet in height and two-to-three feet wide and which was open.

After concluding his analysis, Daly was taken from the area by escort. Given the closeness of the date to the Kingman crash, it is not inconceivable that Daly was mistaken in his recollection of the date by just one month—May, rather than April, 1953.[3]

In his paper *The UFO Crash/Retrieval Syndrome* published in 1980 by the Mutual UFO Network, Leonard Stringfield referenced a case that closely matched the story of the Kingman crash and that focused upon an interview Stringfield conducted in 1977 with a pilot who had knowledge of a UFO crash in Arizona in 1953—significantly, both the year and location of the Kingman crash. "I have seen the body," Stringfield was told while the pair scanned a map of the state of Arizona. "...I don't know the exact location," Stringfield's informant advised him, adding: "I'm almost positive it happened in 1953."[4]

In his February 1994 paper *UFO Crash/Retrievals: Search For Proof In A Hall Of Mirrors*, Leonard Stringfield provided yet further data in support of the 1953 UFO crash at Kingman, Arizona. Stated Stringfield:

> My new source, JLD, a resident of Ohio, north of Cincinnati, in a surprising disclosure claimed that a close relative, the late Mr. Holly, who had served in the top command (in a defense department capacity) at Wright-Patterson in 1953, told him about one of two crashes in Arizona. He also told him three bodies, one severely burned, and parts of the wrecked craft, were delivered to the base.[5]

Investigator Don Schmitt spoke with a woman named Judy Woolcott, who had an intriguing tale to tell concerning the Kingman crash that centered on a strange letter that Woolcott had received in 1965 from her husband, who was serving in Vietnam at the time.

According to Woolcott, her husband told her that he had seen "something strange" twelve years previously. Woolcott thought that the incident dated from August 1953; and while she could not be exactly certain of the month, she was certain that the location was Kingman, Arizona. Her husband was a military officer and was on duty in an air base control tower when something strange was picked up on radar. It began to lose altitude and disappeared from the screen.

Woolcott informed Schmitt that her husband had said that various MPs began talking about something "being down," and both her husband and a number of military personnel left the base in jeeps and headed for the location where the ob-

ject was believed crashed. Finally, they located a "domed disc" that had evidently hit the ground with some force, embedding itself in the sand. There was no external damage to the object at all and no sign of debris on the ground.

Before they had a chance to close in on the object, however, Woolcott's husband and his colleagues were escorted from the area and told never to discuss the incident with anyone. There was no indication as to what had caused the crash and Woolcott's husband did not see any bodies; however, he did advise his wife that some of the military police had said there were casualties and that they were "not human." He further advised his wife that, with regard to the bodies, he had only "heard the talk."[6]

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[1] *Middlesex News*, 23 April 1973

[2] *Situation Red: The UFO Siege,* Leonard Stringfield, Doubleday, 1977. Official UFO, April 1976

[3] *Retrievals of the Third Kind,* Leonard Stringfield, Mutual UFO Network, 1978

[4] *The UFO Crash/Retrieval Syndrome, Status Report II: New Sources, New Data,* Leonard Stringfield, Mutual UFO Network, 1980

[5] *UFO Crash/Retrievals: Search For Proof In A Hall Of Mirrors, Status Report VII,* Leonard Stringield, published privately, 1994

[6] *A History Of UFO Crashes*, Kevin D. Randle, Avon Books, 1995

DESERT RANGE EXPERIMENTAL STATION

MILLARD COUNTY, UTAH, 1953

The Desert Range Experimental Station (DRES) is an 87 square-mile research facility located about fifteen miles east of the Nevada-Utah border in Millard County, Utah, established in 1933 to study the effects of grazing in the fragile desert environment of the Great Basin. The DRES is managed by the U.S. Forest Service, an arm of the Department of Agriculture. In 1976, the United Nations Educational, Scientific and Cultural Organization (UNESCO) designated a portion of the DRES a biosphere reserve.

In the summer of 2005, award-winning investigative journalist and author Linda Moulton Howe joined California investigator Steve Jones to research an alleged UFO crash said to have occurred in the vicinity of the DRES in 1953. Howe explains:

In 1953, Bart Wright was ten years old, living with his large family of a dozen siblings on the outskirts of Baker, Nevada. Baker was, and is, a small community about 45 minutes by car from the Desert Range Experimental Station (DRES) in neighboring Millard County, Utah.

In 2001, Rex Leonard, manager of The Outlaw Bar in Baker, hired Bart Wright to be a bartender. Bart told Rex about a haunting memory he had from about ten years old in 1953.

I could not find Bart Wright, but I talked by phone with Rex Leonard about the 2001 conversation he remembered in The Outlaw Bar. Our discussion went as follows:

> Leonard: "Bart said he was about 9 or 10 years old and it was after dark, and this thing came flying across the valley and landed on the other side of the mountain, which would put it down near the DRES site."
>
> Howe: "Did he describe anything about the color?"
>
> Leonard: "I think he said it had a kind of a pervasive blue color, like an electric light, you know? I do remember him talking about it; as a little kid he saw this thing. And the time, the date, (around) 1953, I think would coincide with the object Steve Jones is convinced landed, fell, hit or crashed out there in that dry lake on the other side of the mountain from where Bart was living then when he was growing up... [H]e saw it in the eyes of a 10-year-old. It was just a bright light, and when it hit, the ground rumbled and as you say, he

probably did run to his mother. It seems like he said there were people from the government came around to talk to people all over the valley after that.

"[That DRES site] is a fascinating place, how that whole thing is just carved out there and is now dedicated to the United Nations. There is a plaque there. It says that! It's astounding. Looking at the map, I counted 82 sections for it—that's 82 square miles dedicated to, owned, operated, controlled and funded by the United Nations.[1] I don't know what the hell that means! And I've approached it from all directions in 4-wheel drive, coming in from the north, the west, coming on the dim roads over the mountains. There is nothing there but these buildings just a quarter mile off the highway."

Howe: "It's like hiding in plain sight."

Leonard: "Exactly, yes."

Geologist Lamont Sorenson of Salt Lake City, Utah, was hired in 1999 by Steve Jones & Co. of Elverta, California, to conduct magnetometer and seismic tests of a section in the large triangle to search for metal or other underground anomalies. "We encountered no evidence of subsurface anomalies by either the magnetic or seismic methods used at this site," Mr. Sorenson wrote in his report titled, "Results of Geophysical Investigations, Vicinity of Desert Range Experimental Station, Millard County, Utah."

However, Mr. Sorenson told Steve Jones that he did not think the large triangle that looks gouged into the land in the June 11, 1953, and later aerial photos is made by nature. The implication is that an artificial digging process might have taken place, perhaps to bury a large object that could not be transported.

One of the fourth generation settlers in the town of Garrison nearest DRES is 90-year-old Ladd Davies. According to Rex Leonard, Ladd told him that once "long ago" while he was riding at sunup, he saw "a UFO not more than a hundred yards away. It was making absolutely no sound and when it went by, the color was black, as if light was being sucked into it... like you could look into infinity looking inside of it."

Leonard added, "I don't know exactly what that meant, but it was very vividly etched in his mind."

June 11, 1953, aerial photo of unusual, large triangle land feature near DRES

[1] The DRES is not owned, controlled or funded by the United Nations. As noted above, it is controlled by the U.S. Forest Service.

FORT POLK

LOUISIANA, USA, SUMMER 1953

Sergeant "HJ" saw duty in Korea with the Army's 24th Infantry and claims direct and personal knowledge of a crashed UFO event in Louisiana in the summer of 1953. According to HJ, he was stationed at Fort Polk, Louisiana, at the time and was on maneuvers in the area on a particular day when, at around dusk, "an egg-shaped object" crash-landed close to them in "soft sandy soil."

According to HJ, the object was "ovoid," "large," and was surrounded by a fin-like protrusion at its equator. "Top brass and medics" quickly arrived on the scene, recalled the witness, and a small body was removed along with three living creatures, each approximately four feet in height and displaying large heads. After having been placed in isolation, all reportedly died soon afterwards.[1]

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[1] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield, Published Privately, 1982

NEW MEXICO

USA, 1954

From the research team of Fred Schaefer, Gerald Miskar and Linda Robinson comes the account of "KA," who joined the Air Force in early 1954. After having completed his basic training at Sampson Air Force Base, Geneva, New York, KA was transferred to Walker Air Force Base, New Mexico, where he "began special training in the Sikorsky H-19 helicopter...in relation to desert search and rescue operations."

According to KA, on the night of 12 April 1954, he and his crew were scrambled to take part in a rescue mission, following a "crash in the desert." KA informed Schaefer, Miskar and Robinson that after having been flown for approximately 25 miles from Walker into the heart of the desert, his team came upon a "saucer-like" object that had crashed "edgewise into the sand" and that was approximately 40-50 feet in diameter.

"Scattered outside the craft" were four small bodies that were "abnormally proportioned," and approximately four to four-and-a-half feet in height, that KA was ordered to photograph.

"Scuttlebutt" suggested that the craft and bodies were taken to Walker, asserted KA. Shortly afterwards, under the false accusation that he had subsequently gone AWOL and discussed classified data pertaining to the crash without official authority to do so, KA was dismissed from the Air Force.[1]

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[1] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield, 1982

THE LAGARFLJOT AND JOKULA RIVERS

ICELAND, AUGUST 1954

A two-page document prepared by the 468th Counter Intelligence Corps (CIC) Detachment for the Air Force Office of Special Investigations, Washington, D.C., describes an intriguing event that occurred in northeastern Iceland in 1954.

According to the document, titled *Unidentified Flying Object*:

1.On 1 September 1954, information was received by this command to the effect that an unidentified flying object had been sighted at approximately 2050 hours, 24 August 1954, in the vicinity of Egilsstadir by an individual at Hjardarbol, a farm located near the junction of the Lagarfljot and Jokula Rivers, in Northeastern Iceland.

2.The eyewitness, who was located approximately 3000 feet from the line of flight of the object, described it as being approximately the length of a man's arms (2 to 2 ½ feet long), approximately 4 to 5 inches in diameter, cylindrical in shape and dark gray in color. The object, emitting a loud whizzing sound, reportedly crossed the sky from the Northwest and traveled a level course to the Southeast at a rapid rate of speed. The object continued its level flight for some time and then lost speed and fell into a sand-bar in the Lagarfljot River.

3.The farmer who had witnessed the unidentified object did not mark the impact area until 30 August. Between the time of the sighting and the marking, the Lagarfljot River had risen twice and washed over the sand-bar where the object reportedly landed, altering the size and shape of the sand-bar.

4.After several unsuccessful attempts to reach the location of the sightings, a Defense Force investigating team arrived at the referenced area on 11 September 1954. The reported area of impact, approximately 250 feet by 250 feet, was searched with Mine Detector Set SCR-625 but with negative results. The Detector Set is so constructed as to be effective for only a depth from 18 to 22 inches. Much of the area was under water at the time of the search, and the soil, lava-sand, is of such consistency as to render any results obtained

with the Detector Set erratic at best.

5.Investigation of the reputation of the eyewitness and those individuals reported as having heard the sound disclosed that these persons are considered to be reliable and are of good reputation in the community.

6.Among the possible identities of the reported object are a bird such as the loon, whose flight pattern resembles that described by the eyewitness, a meteor or the tip-tank of an aircraft. There were no Defense Force aircraft in the vicinity of the referenced area during the reported time of sighting.

7.CONCLUSION: It is the opinion of this command that some object, nature unknown, did land in the vicinity of the referenced area. Because of the constant motion of the river bottom and the condition of the impact area, shifting lava-sand and water, two possibilities present themselves. The entire area could be dug up in an effort to locate the object, but this method, after consideration, was disregarded because of the great expense involved. On the other hand, it is believed that the most practical method of determining the nature of the unidentified object is a device which can detect the presence of foreign substances 5 to 6 feet below the surface. Such a device is not available in this command, nor is there one on requisition. Due to the aforementioned condition of the impact area and the river bottom, it is recommended that such a device be furnished this command as soon as possible, if it is felt necessary to locate and identify the object.[1]

Available Air Force files do not reflect that any subsequent search for the mysterious object met with any degree of success. We are therefore left with a puzzling case and a still-unidentified aerial object that might conceivably remain buried deep below Iceland's Lagarfljot River.

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[1] 468th CIC Detachment document titled Unidentified Flying Object, 11 October 1954

UBATUBA

BRAZIL, SEPTEMBER 1957

Ibrahim Sued, a journalist with Brazil's *O Globo* newspaper, reported on 14 September 1957 that he had received an anonymous letter from a correspondent who asserted that he and a group of friends had "a few days ago" witnessed the mid-air explosion of a UFO at a beach near Ubatuba, Sao Paulo, Brazil.

According to the letter writer, the disc-shaped object "disintegrated into thousands of fiery fragments, which fell sparkling with magnificent brightness... most of these fragments, almost all, fell into the sea. But a number of small pieces fell close to the beach and we picked up a large amount of this material, which was as light as paper... I am enclosing a sample of it..."

Galvanized into action by this report, Olavo Fontes, a Brazilian doctor and a member of the Aerial Phenomena Research Organization (APRO), met with the distinctly skeptical Sued, who was more than willing to provide the doctor with the fragments for potential analysis.

According to researcher John Harney:

> The material was given a spectrographic analysis and the report merely indicated that this showed the presence of magnesium of a high degree of purity and absence of any other metallic element. Dr. Fontes was not satisfied with this report and attempted to obtain a more detailed analysis. A second spectrographic test confirmed the first result. Other samples were later analyzed using more refined techniques. Eventually, after studying the reports of the analyses and relevant technical data on the industrial methods used in refining magnesium, Fontes came to the conclusion that the magnesium was of a higher degree of purity than could be obtained by any refining processes known at that time.

In January 1969, the Condon Committee—which was investigating UFOs at the behest of the U.S. Air Force and had also been given access to the samples—declared: "Although the Brazilian fragment proved not to be pure, as claimed, the possibility remained that the material was unique." Indeed, the high content of strontium present in the samples, noted the Committee, was deemed "interesting." However, the fact that similar concentrations of strontium were also found in magnesium manufactured by Dow Chemical as far back as 1940 led the Committee to attribute a down-to-earth explanation to the Ubatuba debris.

Countless theories have been advanced as to the nature of the material retrieved

at Ubatuba, including the possibility of a meteorite strike, an outright hoax, the crash of an aircraft, a missile explosion—and, of course, a genuine UFO.

As the late Jim and Coral Lorenzen of APRO wrote: "That the material is not 100 percent pure magnesium does not lessen the impact of the case, for we still have to explain how that magnesium got to a remote beach area at that time. What manner of machine was the shiny disc-shaped object that exploded?"[1]

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[1] *The Great Flying Saucer Hoax*, Coral E. Lorenzen, William Frederick Press, 1962; *Scientific Study of Unidentified Flying Objects*, Daniel S. Gillmor, Bantam Books, 1968; *UFOs? Yes! Where the Condon Committee Went Wrong*, David R. Saunders & R. Roger Harkins, Signet Books, New York, 1968; *UFOs, the Whole Story*, Jim & Coral Lorenzen, Signet Books, 1969; *The Ubatuba Magnesium*, John Harney, *Merseyside UFO Bulletin*, Vol. 4, No. 2, June 1971

CLOVIS

NEW MEXICO, USA, JULY OR AUGUST, 1957 OR 1958

"Jake" served in the U.S. military from 1951 to 1960 and, while traveling through New Mexico in the summer of either 1957 or 1958, heard of rumors pertaining to "a crash of some kind" that involved an aircraft of unusual design—unusual in the sense that according to fellow military personnel that had flown over the site, it displayed no tail section.

Along with "two Air Force buddies," Jake set off for the location, which to the best of his recollection was on ranchland 30 to 35 miles southwest of Clovis, New Mexico. On arrival, they saw a number of military vehicles and personnel in attendance at a site that was scattered with small pieces of unusual lightweight wreckage. There were indications that "something large" had hit the ground.

After having been questioned as to who they were and why they were there, Jake and his friends were ordered to leave the area and remain silent with regard to the incident.

Researcher Debbie Valerio, who undertook a detailed study of the case, says: "The event cannot be identified as a crashed UFO, but [it] is clear from what Jake and his friends had observed and heard that a crash of some type of aircraft had occurred and it was apparently being treated somewhat differently from a regular plane crash."[1]

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[1] *Ohio UFO Notebook*, July 1993

SALISBURY

AUSTRALIA, 1958–1959

British researcher and author Timothy Good has uncovered details of a noteworthy event that occurred in the late 1950s in South Australia. Good's source was employed from 1956 to 1960 as a radio technician at the Weapons Research Establishment, Salisbury, South Australia.

As the man recalled, in either 1958 or 1959, a strange, spherical object was recovered at the Woomera Test Range. "It was a sphere about 2 feet 9 inches in diameter. Its color was a mid-gray metallic, somewhat darkened by extreme heat... We tried to cut it, and could not even mark it with hand tools—saws, drills, hammers, chisels—nothing."

Shortly afterward, Good was informed, U.S. authorities claimed the material was American space debris, whereupon it was transferred to Wright-Patterson Air Force Base.

"Perhaps this is foolish," Good's source advised him, "but for many years now I have believed that what we held in those several days was not merely space debris, was perhaps not even some material left by a UFO, but that it was perhaps some form of UFO itself."[1]

Furthermore, from the Joint Intelligence Bureau (JIB) of New Zealand's Ministry of Defense, files have surfaced demonstrating that numerous such "spheres" had been recovered throughout Australia in the period 1963 to 1972. And, curiously enough, all of the spheres were claimed by U.S. authorities, who maintained that they originated with the American space program.

All of the spheres were approximately two feet in diameter and were recovered in areas including New South Wales, Western Australia, and Queensland. Whether the Australian authorities were satisfied with the explanations put forth by the Americans as they sought to justify the discovery of the spheres was not made clear from a reading of the files; however, it is evident that the governments of New Zealand and Australia were involved in the retrievals of at least twelve such spheres in less than a decade.

By far the most interesting piece of data related to this affair can be found in a solitary newspaper clipping contained within the archives of New Zealand's JIB. Dating from 1972, it refers to a "sphere crash" on Australian territory in 1963. According to the report, two spheres had been recovered approximately one hundred and fifty miles north of Broken Hill, and the Broken Hill police had arranged for the objects to be flown to the National Weapons Research Establishment (NWRE) at Adelaide for examination. Unfortunately for the police, the pilot of the aircraft refused to allow the mysterious spheres on board his aircraft lest they explode.

Ultimately, the police were forced to transfer the spheres by road. However,

after examination by specialist staff at the NWRE, it was determined that the spheres were neither Soviet nor American in origin. From where did they originate? The newspaper did not know, and the authorities were not, and are still not to this day, saying anything.[2]

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[1] *Alien Liaison*, Timothy Good, Century, 1991

[2] New Zealand Ministry of Defense files, 1974-1975

WICHITA FALLS

TEXAS, SEPTEMBER 1960

Found within a batch of documents concerning Project MOON DUST (ostensibly an Air Force operation designed to recover crashed Soviet space debris, but rumored to have played an integral role in UFO crash-retrieval incidents) and declassified by the Department of State in 1994, comes the following report of 11 October 1960:

SUBJECT: (U) Moon Dust Report
Wichita Falls, Texas
28 September 1960

TO: Director, Special Investigations
Headquarters USAF
Washington 25, D.C.

1.Reference is made to telephonic spot report from this district office of 28 September 1960, referred to AFCSI-6D, concerning a Moon Dust report in the vicinity of Wichita Falls, Texas, on 28 September 1960.[1]

2.On 4 October 1960, the Assistant Provost Marshal at Sheppard AFB, Texas, Major CARTER O. COOPER, advised that an ATIC Team from the 1127th USAF Field Activities Group, Ft. Belvoir, Virginia, headed by a Capt ALEXANDER (not further identified) had investigated the incident. According to Major COOPER, the evaluations of the ATIC team could not be released at this local level; however, he said he had been informed unofficially that examination of recovered fragments indicated the incident did not come within the Moon Dust category.

3.In substance, the following information was reported to your directorate on 28 September 1960:

a.Maj E. J. GALAINI, 4245th Strategic Wing (SAC), Sheppard AFB, Texas, received a report at 0425 hours on 28 September 1960 from an unknown source to the effect that an unidentified flying object (UFO) had crashed some five (5) or eight (8) miles west of Wichita Falls, Texas.
b.Sheppard AFB Air police conducted investigation at the scene and also learned that the reported incident had been observed by several civilian police officers of the Wichita Falls Police Department.

c.At the scene, miscellaneous charred debris, including shreds of a parachute, reportedly was recovered and maintained in custody of the Sheppard AFB Provost Marshal.
d.Major COOPER (supra), who came to Sheppard AFB from an assignment involving work related to Moon Dust, made a personal evaluation.

The evaluation was largely a non-evaluation. Although the reference to "shreds of a parachute" having been reportedly recovered suggested a wholly terrestrial explanation for the case, it remained unresolved to everyone's satisfaction and was quietly forgotten about when it became clear after systematic and repeated searches of the area that no more material was likely to be recovered.

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[1] Department of State telegram, 28 September 1960

LAS VEGAS

USA, APRIL 1962

The bulk of research and revelations pertaining to this case can be credited to the late Frank Edwards, radio host, and to Kevin Randle, the writer and researcher who also co-authored (with Don Schmitt) several books on the Roswell controversy. Richard M. Dolan, author of *UFOs and the National Security State*,[1] here provides an outstanding summary of the case:

On April 18, 1962, an unidentified, red, glowing object was moving west very rapidly over Oneida, New York. Was it a meteor? If so, it was quite unusual. In the first place, it was tracked on radar which, while possible, is exceedingly rare. Second, as it passed across the country, Air Defense Command alerted all bases along its path and at least two Air Force bases—Luke AFB near Phoenix, and Nellis AFB in Nevada—sent jet interceptors after it. Why pursue a meteor? Finally, the entire sighting from New York to Nevada lasted minutes. This gives an average speed of 4,500 mph, well below the slowest speed ever recorded for a meteor.[2]

When the object passed over Nephi, Utah, people on the ground heard jets following it. The object then landed at Eureka, Utah. Several witnesses saw it as a "glowing orange oval which emitted a low whirring sound." When it landed, it disrupted the electrical service from a nearby power station. It then rose, maneuvered, and headed toward Nevada. It was seen at Reno, then turned south and was spotted somewhat east of Las Vegas, where it went off the radar screens. Many witnesses saw it as a "tremendous flaming sword." By now it had been seen by thousands of people. It exploded near Mesquite, Nevada, at which time it was being pursued by armed jet interceptors from Nellis AFB.

The *Las Vegas Sun* reported the incident in its April 19th edition under the headline, "Brilliant Red Explosion Flares in Las Vegas Sky." The article broached the UFO topic, and mentioned the Air Force alert in several states. The Clark County sheriff's office was swamped with calls. They investigated the incident but found nothing of consequence. On May 8, 1962, the Air Force sent Blue Book Chief Robert Friend and J. Allen Hynek to investigate. Their results were quite unsatisfactory. The two did not go to Nevada, but confined themselves to central Utah. Despite their knowledge that jets had pursued the object, they concluded it was a bolide, an especially fiery meteor.

Blue Book ultimately listed the sighting as two separate incidents, in a manner so slippery and misleading that intentional deception seems likely. First, it listed an April 18 multiple radar sighting at Nellis AFB, which it initially labeled as unidentified, then changed to "Insufficient Data for a Scientific Analysis." The report noted that the object's speed varied, that it was initially observed at ground level, then disappeared at 10,000 feet. It stated "no visual," despite the many people in

Las Vegas who telephoned the sheriff's office. The "second" incident, investigated by Hynek and Friend in Utah, was listed as a bolide and said to occur on April 19––except that this was uniquely logged in Zulu, or Greenwich Mean Time, which added seven hours and thus gave the wrong date! In reality the Utah and Nevada sightings occurred within minutes of each other (around 8:15 p.m. Mountain Time or 7:15 p.m. Pacific Time). Even so, the official file on the Utah incident conceded that the power in Eureka was knocked out and that fighters had been scrambled from Nellis AFB.

On September 21, 1962, Major C. R. Hart of the Air Force Public Information Office, responded to a letter from a New York State resident about the UFO. Air Force records, he said, listed the April 18 Nevada sighting as "insufficient data," but stated that the object's movement suggested a "U-2 or high balloon." He also stated that it was "not intercepted or fired upon." All of the claims and suggestions in this letter were entirely wrong. A U-2 is fast, but not Mach 7 fast, and the idea of a balloon causing the sighting was absurd. Moreover, the juxtaposition of a U-2 and balloon as alternate explanations was nonsensical: their respective movements and speeds were totally distinct.

For the next few years, only Frank Edwards mentioned this incident, and he confined himself to the *Sun* article. Much later, Kevin Randle dug deeper, interviewed many witnesses and reviewed the Blue Book files, where he discovered the time discrepancy.

Randle also communicated with an anonymous man who claimed to be an Air Force lieutenant at Nellis Air Force Base, Nevada in 1962 at the time of the crash. He and 30 others, claimed the man, were driven into the desert early the next morning to "secure and clean the area" where an unusual object had crashed in the desert. They were loaded into a bus with blacked out windows, but one window was not entirely covered, and the man claimed to have seen a damaged saucer-shaped craft. Randle's source claimed it to be merely an "experimental plane," the existence of which had to be protected from the Soviets due to national security considerations.[3]

Although no independent source has confirmed the story, we may at least acknowledge that an object able to scramble jet interceptors from two air bases, and that apparently crashed, would warrant a top-level military retrieval. This much is clear: a UFO did crash or explode near Las Vegas on the evening of April 18, 1962, and the Air Force hid the event from the public and in its official records. Precisely what crashed remains unknown, but the pursuit of the object by U.S. jets appears to preclude natural phenomenon or American experimental aircraft as the explanation.

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[1] UFOs and the National Security State –An Unclassified History, Volume 1: 1941-1973, Page 348, Keyhole Publishing Company, PO Box 91288 Rochester, New York 14692.

[2] Kevin Randle's, *History of UFO Crashes*, p79-94. See also see Edwards, *Flying Saucers Serious Business,* p13; Clark, *The UFO Encyclopedia, Vol 3*, p 259-261
[3] *April 18, 1962—The Las Vegas Crash*, Kevin D. Randle, Ph.D., *Mutual UFO Network Proceedings*, 2000

NEW MEXICO

USA, APRIL 1962

The source of this account from 1962 was the researcher Robert D. Barry, who is cited by Leonard Stringfield in his now-historic paper on UFO crash-retrievals delivered at the Mutual UFO Network Symposium in 1978.[1]

According to Barry, his data had come from a number of sources, including one "within intelligence circles as well as a scientist." Although neither the exact date in 1962 nor the location within New Mexico of the crash were revealed, Barry learned that the UFO was initially tracked on military radar and seemed to be experiencing "flight difficulty," before losing altitude and impacting on the desert floor at a speed of around 90 mph.

The object was reportedly 68 feet in diameter and 13 feet high and contained "two beings," both dead and each 42 inches in height. Further, according to Barry: "The occupants were removed the following day after impact to a major medical hospital in the U.S. ...Skin color was gray-pink. Head slightly larger for the size of the body; eyes somewhat larger than norm...mouth very small and thin lips."

Barry's sources informed him that a team of 20 personnel worked on an analysis of the recovered vehicle at a "major military base in the southwest," the prime purpose of which was to try and understand its means of propulsion.

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[1] Letter to Leonard Stringfield from Robert R. Barry, 14 March 1978. *Retrievals Of The Third Kind: A Case Study Of Alleged UFOs And Occupants In Military Custody*, Leonard Stringfield, *Mutual UFO Network Proceedings*, 1978

TIMMENDORFER

GERMANY 1962

According to retired United States Army Command Sergeant-Major Robert Dean, between 1961 and 1964 NATO's Supreme Headquarters, Allied Powers in Europe (SHAPE) conducted a classified investigation into the UFO subject that resulted in the publication of an eight-inch-thick document titled *The Assessment.*

Dean further stated that SHAPE's studies concluded that a number of extra-terrestrial civilizations and species were visiting the earth and were undertaking an in-depth surveillance program. Dean also added that, according to *The Assessment*, in 1962 British military forces were implicated in the recovery of a UFO that had crashed on the East-West German border—specifically at Timmendorfer, near the Baltic Sea.

The first to arrive on the scene, said Dean, was a corps of British military engineers who succeeded in gaining entry to the crashed object. Contained inside were twelve dead, alien creatures—all small in stature with large bald heads, black eyes and gray skin. Dean stated additionally that a series of extensive autopsies of the aliens had been undertaken by the British military, who discovered the intriguing fact that all of the bodies were identical: clones, or as Dean suggested, "laboratory products."

Dean added: "I saw all the photos taken of the beings and I couldn't believe it."[1]

In 1998, data that may have a bearing on this case surfaced from a now-retired Inspector of Equipment with the British Ministry of Defense. The source was working with the Royal Electrical and Mechanical Engineers (REME) at the time that the incident recalled by Robert Dean allegedly occurred.

"I tried to look into it," stated the source to researcher Nick Redfern. "When Bob Dean's story was first publicized, I asked my superior, who was a major in the REME, to make a few inquiries. As I was working for the REME at the time, too, I thought I had a good chance of finding someone who perhaps knew something about it."

The result of the man's inquiry was perhaps predictable: "The major said he was told: 'Leave it well alone.' Now, this was in England; I wouldn't say where as I don't want things pinning down, but that's what he was told."[2]

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[1] *Flying Saucer Review*, Vol. 39, No. 3, 1994

[2] Interview with source conducted by Nick Redfern, 28 April 1988

SANTA ROSA

NEW MEXICO, USA, SPRING OR WINTER 1963

Although known primarily for his research into the field of so-called "alien abductions," researcher Budd Hopkins has uncovered, from a woman allegedly directly implicated in the incident, details of an intriguing UFO crash-retrieval case in New Mexico in 1963. According to Hopkins:

In 1963, late winter or early spring, she was a medical technician in a hospital in the town of Santa Rosa, New Mexico. She was not a registered nurse but did all the x-rays and rode in the ambulance to the Emergency Room and so forth. It was a very tiny hospital: one doctor and very few rooms.

But they got a call one day to go to a crash site; it was just described that way. The system of alerting people was very easy: there was one Dispatcher, who handled the State Police, the Town Police and the Sheriff's Office. We don't know who made the original report that had the dispatcher call the hospital and said there was a crash with fatalities.

So, she and the ambulance driver who owned the ambulance—which was an altered Ford Station Wagon—went racing off to the area where this event supposedly happened. She remembers it was an 18 mile drive; and when they got to an area off the road, there was in the distance sitting there in the field two police cars and two State Troopers standing there. They drove off the road right into the field and up to the state policeman, got out, and lying on the ground were three bodies, very small.

She immediately said: "Where are their parents?" And the police officer said: "I don't think they have parents; this is something unusual we have here." She said the bodies had been burned to some extent, charred, scorched on the outside. She immediately took out her stethoscope and she was trying to feel for any vital bodily signs of life and found none. And she said only ten feet away was a pile of wreckage of metal. She didn't feel this was very big—it was roughly the size of an automobile or two automobiles.

She asked the state trooper, whose nickname was Dutch: "What is this?" He said: "I'm going to have to notify the Air Force. I don't know what this is." She and the ambulance driver got the gurney out, lifted up two of the bodies, rolled them into the back of the ambulance, took out another folding gurney and put the other little body on that.

She described the bodies as oozing some sort of brownish fluid; she didn't think it was blood but didn't know if it was something that had been

changed by the fire. One of them had a very damaged arm. They put them in the ambulance and started back to the hospital.

She was very firm about getting back to the hospital because she had the feeling that since these were so strange, maybe they were still alive, there was some life, they could be saved. She wanted the doctor to come in and look at them. They pulled up to the ramp in the emergency room, went inside, took them into the x-ray room. The doctor was summoned; he came in and pronounced them dead.

She said that at that point she took x-rays of all three. She said they were very small—three to three-and-a-half-feet. She also did an x-ray of their heads. Meanwhile the doctor did the necessary papers to sign away that these were deceased and dead on arrival.

Within an hour or so, the Air Force arrived, came in the emergency room door. There was a man she thought was a colonel and they ordered the bodies taken out; and, she said, he began to take every single thing that he could find that bore on this trip.

He said: "Do you have any notes?" She said yes and he took those away. He un-hooked the x-rays she had hanging up and drying. She said: "You can't take those; they're still wet." He said: "I'm taking the x-rays." She said there was a flatbed truck, which she saw had an object under a tarpaulin; and this officer, before he left, said: "This did not happen, you are never to speak about this. And remember this: the government has a long arm."

She was twenty-four, scared to death. She later told me that nobody talked about this at all. She said: "What was strange was that whenever we had a fatality, a wreck, a crash, we would all be down in the café, going over the details and talking about it, as it was a big event in our area. But nobody ever mentioned that; there was a kind of understanding or fear not to mention it."

She said: "I have no idea what it was we had there." But she said it was not human, whatever it was.

The ambulance had been returned to the garage where it was kept. The widow of the ambulance driver has told us that the Air Force descended on that ambulance and took every single thing they could out of the back of it: the sheets, any objects, anything movable, cleaned out the whole thing. She said: "We were never paid for anything."

This stayed hidden for years and years. The thing that got her thinking about it, she said, was that she saw some television sequences of starving children in Somalia and she said they had these strangely shaped bodies and big heads because of being so emaciated. She thought: that's what those little things looked like.[1]

[1] The 1963 Crash Retrieval North Of Albuquerque, New Mexico; Budd Hopkins, UFO Crash Retrieval Conference Proceedings, 14-16 November, 2003

CHARLTON

ENGLAND, JULY 1963

The mystery of what became known as the "Charlton Crater" began in the early hours of 16 July 1963 when several witnesses recalled seeing unusual aerial activity in the Charlton area of England. There was Leonard Joliffe, who was employed at Manor Farm, Charlton, who reported hearing an unusual explosion in the vicinity; and there was a local police officer who recalled seeing an unidentified orange light streak across the sky before disappearing in the Charlton area. However, the most important witness was a farm worker, Reginald Alexander, who discovered a crater-like depression near Manor Farm several hours after Leonard Joliffe heard the explosion.

Concerned at what he had uncovered, Alexander quickly informed his employer, Roy Blanchard. Arriving at the scene, Blanchard was amazed to see a circular area of flattened ground, eight feet in diameter with outwardly spreading "spoke" marks, which gave the impression that something tangible had come into contact with the earth.

Blanchard, fully appreciating the potential seriousness of the event, contacted the police, who in turn called in the Army. Quickly on the scene was Captain John Rogers, Chief of the British Army Bomb-Disposal Unit at Horsham.

According to Blanchard, in an interview with the press: "There isn't a trace of the potatoes and barley which were growing where the crater is now. No stalks. No leaves. No roots. The thing was heavy enough to crush rocks and stone to powder. I believe that we have received a visit from a spaceship from another world."

Captain Rogers confirmed that he, too, consider the event to be unusual. "There is no evidence of burn or scorch marks. And I could find no trace of an explosion. My superiors and I are baffled," he informed the media.

Three days later, the Army's Southern Command revealed the preliminary investigations had led bomb-disposal experts to believe that a large object, probably metallic, was secreted deep within the crater.

Forty-eight hours afterwards, the Army brought in a team of impressively equipped individuals and a further, more in-depth investigation of the crater was begun. One theory that was particularly popular among the bomb-disposal team was that the crater had been formed following the detonation of a long-buried German bomb, presumably dropped by an aircraft during the Second World War.

The only problem with this theory, as the nation's media noted, was that if a bomb had exploded, then what was the metallic object that was apparently still buried there? Then came a breakthrough: the Army announced that it had discovered something deep within the crater.

This announcement delighted the press, who began reporting on numerous rumors circulated throughout Charlton to the effect that an alien spacecraft had been recovered from the crater. According to the Army, however, this was not the case. What they had recovered, they said, was a weighty lump of rock believed to have been a meteorite.[1]

Since the analysis of what was perceived to be meteorite debris was outside the official scope of the British Army, on 24 July 1963 the rock was forwarded to specialists at the British Museum for study. Two days later, the British Museum made an announcement: the piece of rock was not a meteorite. It was a lump of standard ironstone of a type found across the southern portion of Great Britain.

According to Dr. G.F. Claringbull, the Museum's Keeper of Mineralogy: "It is the sort of thing some people would easily find at the bottom of their garden. Certainly, this specimen is not a meteorite."

Of course, with the meteorite theory now discarded, the question remained: what had caused the Charlton Crater?

A spokesman for the Army's Southern Command told the press: "As far as we are concerned the matter is closed. It is not a bomb so it has nothing to do with us. The cause of the hole and its surrounding 'phenomena' is still unexplained, but it is no part of the Army's task to unravel such mysteries."[2]

Even Joseph Godber, the Secretary for War, conceded that the matter had not been satisfactorily resolved; however, no one within the world of officialdom seemed to want to take the matter any further.

Then came a stunning admission: On 25 August 1963, John Southern, a television repairman from Wembley, Middlesex, came forward and claimed that he, along with two friends, was responsible for hoaxing the public and the Army over the crater.

"I was one of the hoaxers," he said at the time. "There were two others in it but I have promised not to tell their names." He stated that it was the intention of all three to dig a number of craters throughout the country "to give the impression that something from outer space had landed."

To reinforce the hoax, Southern added, the trio had planned to leave near one of the craters a car, with its doors wide open and a laced-up shoe inside to make it appear that the driver had been "abruptly wrenched" from the car. Southern said that it had been their intention to drag the car to the edge of the crater while its brakes were on, thus creating the impression that it had been dragged to the crater's edge "by a powerful magnetic force." The caper then became even more elaborate: Southern would go into hiding for a few days and then, after he had been missed, would resurface with a remarkable tale describing his kidnap at the hands of alien beings.

"I would say I had been to a space station," Southern told the press. "This would be less complicated than a story about visiting another planet, as my observations would be limited and easier to explain."

He elaborated further:

The first crater was dug at a lonely spot near Haddington in Scotland where my friends were staying; and the second was then prepared on a farm in Wiltshire. My friends returned to London and we watched the papers for the discovery. When the story appeared, I remember asking one of my friends why they dug channels coming out of the crater. He said: "It's the experts who have to do the guessing, not us."

It all caused quite a stir, but not nearly enough. However, we decided to look for a site for our third crater. I volunteered to lend a hand at digging this one, but my friends developed blisters on their hands digging the first two, and if this happened to me it would connect me with the digging when I was later "found."

My part of the stunt was getting close now and I was being briefed on the things I should say when I returned to Earth. But at the last moment I realized I was not cut out for the part. I had been getting steadily more nervous as the scheme went on. I knew I could never have kept up the act after my "reappearance," apart from the ordeal I put my family through.

My friends were not too disappointed when I let them down because they were not entirely happy about the spot we had chosen. And they had expected more publicity about the first two craters.

They were still keen to go on, but neither could take my part in the hoax as their holidays were nearly over.

Why am I telling this story now? Because I have been a fool.[3]

After the publicity afforded John Southern's "confession" spread throughout the British media, a number of commentators made valuable observations. First, Southern's two friends were rather too conveniently missing. Second, his version of events could not explain the presence of the metallic "something" apparently detected deep within the crater by the Army. And third, Southern could not have been responsible for the unusual aerial activity that occurred at Charlton shortly before the crater was discovered.

For its part, however, the Army was content to accept John Southern's version of events. "We had six men working on this crater for ten days," said Major H.P. Qualtrough of the Horsham Bomb Disposal Unit. "They could have been on much more important work. If it's a hoax, I'm prepared to laugh with the next man. We often get hoaxed. We just accept it in good grace. All I can say is that at the time this appeared to be quite genuine."

Notably, Roy Blanchard, the owner of Manor Farm, was totally discounting the possibility that John Southern's version of events was correct. "I don't believe this story that the whole thing was a hoax," Blanchard said. "I think anyone who believes it was a hoax is being hoaxed."[4]

Although John Southern's account of how the Charlton crater came to be formed attracted a great deal of press interest, it went largely unreported that

shortly after he confessed, Southern changed his story and admitted that his version of events was itself a hoax.

According to Southern, on hearing about the crater, he initially felt that it simply had to be the work of a hoaxer. Confessing that he was the hoaxer, Southern reasoned, would inevitably force the real hoaxers into the open—Southern was, after all, reaping the publicity for their efforts. However, total silence prevailed and no one else came forward to counter Southern's initial claim that he and two friends were responsible for the crater.

In an ironic twist, Southern's last word on the Charlton Crater was that he now considered that it had been created by nothing less than a UFO.[5]

Interestingly, declassified Royal Air Force and Air Ministry memoranda demonstrates that in precisely the same week that the Charlton Crater was discovered, someone within Air Intelligence was displaying keen interest in obtaining reports of UFOs on the ground.

On 25 July 1963, for example, a huge, egg-shaped UFO was seen on terra firma near Salisbury (now Harare), Southern Rhodesia (now Zimbabwe). A report was filed with British Air Intelligence by the Royal Rhodesian Air Force, who had forwarded the details via the British Defense Liaison Staff in Southern Rhodesia.

Curiously, the official report sent to Air Intelligence is missing from the now-declassified UFO files of the Air Ministry; however, a brief note of the event is highlighted in a 2-page document forwarded to a division of the Air Ministry known as Secretariat 6, which chiefly investigated UFO reports received from the general public.[6]

Although the Air Ministry's files contain nothing else of any significance concerning the Charlton Crater, it is of potential significance that, in the months that followed, further "craters" were discovered at a variety of locations in the British Isles.

On 25 November 1963, a similar depression to that discovered at Charlton was found on farmland at Home Farm, Belton, near Grantham. "So far nothing has been found to suggest that there is actually an unexploded bomb in the field," said Captain J.E. Rogers, Officer Commanding, No. 2 Troop, at Horsham, in answer to questions raised by the Nottingham Guardian Journal newspaper. "We have been drilling in the vicinity and inserting metal detectors in an effort to trace any metal which could indicate the presence of a bomb," added Captain Rogers. Ultimately, nothing was found.

Three months later, on 11 February 1964, another similar crater was located, this time at Slackstead, near Braishfield. The site was once again farmland, the discovery having been made in a newly ploughed field by two forestry workers. Yet again, bomb-disposal experts were rushed to the scene. No bomb was found.[7]

Today, the case of the Charlton Crater still provokes occasional controversy. But several things seem certain: John Southern's confession can clearly be discounted, as can the theories that the crater was the result of a meteorite impact or the explosion of a Nazi bomb that had lain undetected for almost 20 years. In ad-

dition, no conclusive explanation was ever provided for the strange aerial activity seen in the area prior to the crater having been found.

If the Charlton Crater was the result of a genuine UFO hitting the ground, then in this instance it was obviously a case of "the one that got away."

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[1] National Archives file: AIR.2/17318. *Daily Sketch* newspaper, 17 and 30 July 1963. *Daily Express* newspaper, 23 July 1963

[2] *Daily Telegraph* newspaper, 27 July 1963. *Daily Mirror* newspaper, 27 July 1963

[3] National Archives file: AIR.2/17318

[4] National Archives file: AIR.2/17318

[5] National Archives file: AIR.2/17318

[6] National Archives file: AIR.2/17318

[7] *Flying Saucer Review*, Vol. 10, Nos. 2 and 4

PENKRIDGE

ENGLAND, FEBRUARY OR MARCH 1964

In 1991, the late UFO author and collector of crash-retrieval accounts Leonard Stringfield revealed that he had been provided with details of an alleged 1964 UFO crash in England.

Stringfield's source, S. M. Brannigan, said that at the time in question he was stationed aboard a "specially rigged LST, a flagship" (AKA "spyship") that was attached to a naval amphibious force at an unspecified point in either the Caribbean or the Atlantic. Brannigan's specialty was the translation of intercepted Soviet military transmissions, and he recalled one particular instance when an amazing coded message was received at the ship's "crypt-machine room."

The message was given to Brannigan and he set to work translating its contents. Almost immediately, he realized that this was no ordinary interception. It told of a UFO over-flying Europe that, for reasons unknown, had malfunctioned and plummeted to earth. Whether by accident or design, as the UFO descended, it broke into two parts, the chief section of which crashed in a large area of forestland in central England known as the Cannock Chase, near the town of Penkridge, Staffordshire; while the "remains" hurtled on until they slammed into the ground somewhere in West Germany.

As Brannigan continued his work, he learned that U.S. Air Force Intelligence was implicated in the recovery—and not just of the UFO. Three dead personnel had also been found. As the enormity of the event became apparent, other U.S. forces became involved, as did various elements of NATO.

Interestingly, despite the crash having occurred in the mid-1960s, Brannigan remained cautious nearly 30 years later about revealing too much information. Stringfield noted:

> Brannigan admitted there was more to the incident, involving coded information, that he preferred to keep confidential. The Brannigan disclosure, while sketchy, may spotlight only the tip of the iceberg as to the scope of military crash/retrieval operations in foreign lands.
>
> If such incidents are to be secreted, it is my suspicion that U.S. special retrieval teams have been, and still are, prepared to "go into action" into any crash location within its sphere of military or economic influence, such as was exercised with NATO in the "artifact" retrievals in England and West Germany.[1]

The details of the case provided to Stringfield were admittedly brief. But a

breakthrough was made five years later in the summer of 1996 by Nick Redfern and Irene Bott, then President of the Staffordshire UFO Group based in the town of Rugeley only a few miles from where the alleged crash at Penkridge had occurred.

Intent on promoting her group's activities in the area, Bott gave an interview to the nearby *Burntwood Post* newspaper in which she revealed details of the Penkridge incident as related to Stringfield by his source, Brannigan. Several days after publication of the interview, Bott received a letter from one Harold South, who lived in the nearby town of Brownhills.

According to South, not only did he know the location of the crash site, he had witnessed the recovery of the object by the military and, as a result, was both interrogated and warned to stay silent by the local police.

On 11 December 1996, Redfern and Bott visited Harold South at his Brownhills home. On their arrival, South told them that barely an hour earlier he had received a disconcerting telephone call from the Ministry of Defense police that had almost caused him to cancel the interview. However, he said, he would proceed as previously arranged. In a tape-recorded interview, South began:

> It was about quarter to ten on a morning, a weekday, either February or March 1964. At the time I was working as a washing machine repairer. My area was north of Cannock and I'd been over there to drop off a part before starting my calls.
>
> I was driving my van towards Penkridge from Cannock. About two miles after Cannock, I came to a roadblock, manned by Army, Police, and Royal Air Force personnel. The Police were shepherding the traffic, but the military were standing by. I didn't see any arms, but they had batons, truncheons.
>
> I looked over to the right and there was a RAF aircraft transporter in a field, a unit and trailer. I thought: Oh, it's an aircraft they're transporting. But it was funny it being in a field.
>
> I always used to carry a camera in the van, and I thought: I'll get a shot of this. But before I had a chance—we were stuck in the roadblock—the police came over and said: "You'll have to make a diversion."
>
> I headed back to Cannock. But me being a nosy person, I stopped the van about half a mile up the road and sneaked back across a couple of fields.

As he approached the field via the seclusion of the Cannock Chase forest, South realized that all was not as it should have been. Though keeping his distance, he could not fail to see that the field was by then swarming with people, some in Royal Air Force uniforms, others in Army fatigues. Most interesting of all was a team of people "who looked like scientists" closely examining specific areas of the field. "There were about four or five that were digging a hole," South said. "I should imagine there were about twenty or thirty in the field altogether."

He edged closer, careful not to give away his position, until he was able to get a

clear view of the RAF transporter vehicle. Next to it was a mobile crane adorned with Army insignia. But that was nothing compared to the large object stretched out on the transporter's trailer, partially covered by a tarpaulin. Far from resembling a conventional aircraft, the object appeared to be triangular shaped.

"Of course, a million things went through my mind," South said. Anxious to obtain some form of record, he had brought his camera with him from the van and managed to secure "a couple of snaps." He then headed for his van and exited the area with the utmost haste. His actions, however, had not gone unnoticed. "I got back [home], put the van in the garage, and my mother said: 'You've got to report to Bloxwich Police.'" South continued:

> I thought I'd better not go to the police station in the van, so I got my motorbike, went to the station and was ushered upstairs. In this room was a police inspector by the name of Reid, a PC by the name of Robert Bull, and a female plain-clothes person taking notes.
>
> They started questioning me. They said I was observed taking photos of an incident at Penkridge,, and they wanted the film. They'd got a search warrant to search my home, and the officers that went there told my mother they were looking for a stolen camera.
>
> My mother, being a bit naïve, said: "He's got a camera. But he hasn't stolen it; it's in the van." She gave the camera to them, and they gave her a receipt.
>
> By about midnight, I should imagine, I was released from the police station. The police didn't even mention the object; they just wanted to know what I was doing out there and why I had a camera with me. Then shortly afterwards, about three weeks, the camera was returned to me by post. It was in a parcel postmarked Melksham, Wiltshire. There were a few RAF bases around there. I only got the camera back and not the film, but they did put a new film in.
>
> Me being a bit nosy, I started asking people in the area if they knew what had happened. First, I heard that there had been some UFO activity in the area; on the motorbike club night at Hednesford [a nearby town] I was asking one or two of the people. I didn't mention anything about what had happened to me, but they said there had been some UFO scares.
>
> I was also told that there was a rumor going around that a UFO had crashed and had been retrieved by the military.

Redfern then asked South about the call he had received from the Ministry of Defence just before their arrival.

South replied that the caller claimed to be from the MOD police, and the call was "to do with a complaint. They gave me a number I was to call them back on. But I didn't."

"That's the number, is it?" Bott said, pointing to a sheet of paper on South's desk.

"Yes."

"Can I dial 1471?" [In the UK, dialing 1471 provides the number of the last incoming call.] South nodded.

Sure enough, a number was revealed, but not the one that South had been requested to call by his mysterious Ministry of Defense Police source. When Bott dialed the new number, it was answered by a military operator somewhere in the Midlands.

Bott quickly learned that the military operator was responsible for channeling calls both to and from military establishments in the Midlands area. The call to South could have come from any one of a number of military locations in the general vicinity; and since any such calls would be routed via the operator's office, dialing 1471 would reveal only the operator's number and not the original source of the call.

Bott then dialed the number that South had been requested to call.

"Guardroom," said an unidentified male voice.

Bott said: "Could you tell me what this number belongs to, please?"

"This is the guardroom."

"I'm a little confused. I'm dialing a number that was given to a gentleman at this address to ring."

"Can I have your name, please?"

Bott wavered. "Well... I'd like to know why he would be getting a call."

"I wouldn't know," the voice replied. "Nobody's called from here in the last twenty minutes. I've been here. Where are you?"

"Brownhills. You're where?"

"Lichfield. This is the Army base at Lichfield."

"So you're at Whittington?"

"Yes, that's right."

"What's your name?"

"Mr. Law, from the MGS."

"What does that stand for?"

"Ministry of Defense Guards Service. The call hasn't come from here."

The conversation was terminated.

Redfern, Bott and South discussed the implications of the morning's events. Bott had telephoned South at 9:00 am to advise him that she and Redfern were on their way to interview him. Within fifteen minutes of her call, the Ministry of Defense Police were on the phone to him. The possibility that this was mere coincidence seemed remote. Why would the Ministry of Defense Police be telephoning a retired washing machine repairer in his seventies? There had to be a connection with the events of early 1964. But what was so important about that decades-old incident that warranted apparent ongoing MoD involvement more than thirty years later?

And was the call to South from the MoD evidence that the activities of Redfern and Bott were being monitored? It did indeed appear that someone, somewhere,

knew that the pair had made arrangements to meet with South. Since the only contact with South had been via Bott's cell-phone, this suggested the presence of some form of eavesdropping operation.[2]

Redfern had previously come across a number of people involved in UFO research whose activities had been monitored at an official level. There was Omar Fowler, for example, a well known British investigator of the Flying Triangle mystery who had been quietly informed by a source within British Telecom that his telephone was "tapped."

Perusing the Interception of Communication Act of 1985, Redfern had learned that domestic telephones are supposed to be monitored only with the express permission of the Government's Home Secretary. However, in an "urgent case" a warrant can be issued by a senior civil servant. Interestingly, while there were 843 official warrants issued for the interception of telephone calls in 1992, the British *Daily Express* newspaper had subsequently learned that no fewer than 35,000 calls were tapped by the Government Communications Headquarters at Cheltenham (the UK equivalent of the U.S. National Security Agency) during the period 1 January to 31 December 1992.[3]

Reflecting on Harold South's strange call from the Ministry of Defense Police, it seemed to Redfern and Bott almost as if a game was being played. When speaking with South, the MoD made no attempt to block their telephone number (it was uncovered in seconds via the 1471 system); and South was even supplied with a number to call at Whittington Army Barracks. There seemed only one conclusion: somebody in the Intelligence or defense community wanted to let Redfern and Bott know that, by probing into the complexities of the Penkridge crash, they had opened up a sensitive can of worms.

If the intent was simply to keep everything under wraps, why not employ someone to pay South a visit and request his silence? Had this occurred, and South had told Redfern and Bott that he had changed his mind about talking, neither of them would have been the wiser. In letting the pair know that South's decision to talk had sparked renewed interest on the part of an anonymous agency, was the intent really to dissuade Redfern and Bott from pursuing the truth? Or was it possibly a subtle attempt to spur them on?

If the call to South was indeed an attempt to convince Redfern and Bott that the case was valid, was the call officially sanctioned or was it from a sympathetic insider who was trying to subtly break the case open without compromising his or her identity?

Most important of all: what was that mysterious craft recovered by the military more than thirty years ago from a Penkridge field?

Thus far, there are no conclusive answers to any of these questions.

By Harold South's account, his film was evidently confiscated because he had photographed something that the military wanted to keep under wraps. In view of this, could the object have been some form of experimental aircraft? Taking into consideration the unique shape of the object, the testimony to Leonard

Stringfield from S. M. Brannigan, and the ongoing interest in the incident on the part of the Ministry of Defense more than 32 years later, this possibility must be considered extremely unlikely.

An intriguing footnote to this incident is a letter contained within the now-declassified UFO files of the Ministry of Defense from 1966, written by an American UFO researcher named Robert S. Suter of Savage, Maryland.

On 27 April 1966, Suter contacted the MoD seeking to obtain "verification of a persistent rumor here in the USA." The rumor referred to an unidentified flying object that had been "shot down" over the UK "several years ago" and that allegedly contained "the remains of a once living organism."

Predictably, Suter received a reply from the Ministry of Defense denying any knowledge of such an occurrence. But the timing of Suter's letter is interesting, with its reference to a UFO retrieval in the UK "several years ago," a good match for the Penkridge incident of 1964. Was this, perhaps, the first reference to the Penkridge crash to turn up in officially declassified files? And was there a connection between the bodies reportedly recovered at Penkridge and the "once living organism" described by Robert S. Suter?

If answers to these questions are known, they surely remain buried within the vaults of the Ministry of Defense; and the identity of the strange craft at Penkridge remains a mystery.

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[1] *UFO Crash/Retrievals: The Inner Sanctum, Status Report VI*, Leonard Stringfield, July 1991. Published privately

[2] Interviews with Harold South and Mr. Law, Ministry of Defense Guards Service, Whittington Army Barracks, 11 December 1996; *Cosmic Crashes: The Incredible Story Of The UFOs That Fell To Earth*, Nick Redfern, Simon & Schuster, 2000

[3] Interception of Communications Act, 1985

WALTHAMSTOW

ENGLAND, APRIL 1964

Housed at the National Archives, Kew, England, and found within a formerly classified collection of UFO data and reports that was compiled by the British Ministry of Defense in the period 1963-1965, is a solitary newspaper clipping that describes an intriguing event that occurred in early 1964.[1]

According to the clipping, at 8.43 p.m. on the evening of 13 April 1964, bus-driver Bob Fall was driving alongside the River Lea in the town of Walthamstow when his attention was drawn to a fast-moving aerial object that barely missed his bus as it plunged into the depths of the river.

At the time, Fall recalled: "I just glanced into the sky and saw something coming towards me very, very fast. It flew straight across the road and, had I been a few yards further forward, it would have hit the top deck of the bus. At first I thought the back windows of the bus had come in and, as I turned around, I saw all the passengers looking out towards the river. There was a big splash in the water. I stopped as soon as I could to report it."

In response to Bob Fall's report, the local police amusingly ventured that Fall had possibly been startled by nothing stranger than "four ducks flying in formation."

Fall was quick to discount this particularly novel theory. "The thing was at least nine feet long, cigar-shaped and silver," he insisted. "If it had been a bird or birds I [would] have seen the wings. Besides, it was going too fast."[2]

As a result of the media publicity afforded this event, the British UFO investigator Ronald Caswell of Harlow, Essex, England looked into the case and uncovered a wealth of data that had been almost completely overlooked by his contemporaries. Caswell also decided to keep the British Air Ministry informed of the progress of his investigation. He wrote to the Air Ministry on 29 April 1964:

"From newspaper reports it appears that an object approx. 9 feet in length, shaped from the side like a cigar, silvery in color, fell from the sky, skimmed past the front of a 123 bus, struck the bank and crashed into the River Lea, just missing the Ferry Lane Bridge."

Caswell continued that he had gone to Ferry Lane to make enquiries and learned that the object had ploughed into a set of telephone wires. "I have a piece of one of the telephone wires broken by the object," he wrote. "A newspaper shows great coils of it on the towpath. The police spokesman's suggestion that a duck, or even four ducks, could have broken those wires is ridiculous. Neither could a swan. The length of the wire across the river would have moved away at the pressure of a plummeting bird, and the bird would certainly have been badly injured,

if not killed."

Caswell further added that, while walking the length of the river, he had come across a "river policeman" working near the lockkeeper's house. It turned out that the talkative policeman had himself been present at 11:00 p.m. on 13 April 1964 and had assisted officers from the nearby Greenleaf Police Station in dragging the river.

Curiously, however, when Caswell indicated the area of river that he had been examining (the towpath on the main stretch of the river), the policeman said that Caswell was looking in the wrong place.

"He took me across a private foot-bridge and around a grassy 'island' to a spot overlooking a silted-up channel forking off from the main river. This was certainly no more than 4-6 feet deep. The policeman said that this was where they had dragged, and nothing unusual had been found."

Caswell told the Air Ministry: "This differs from information I had earlier received to the effect that when it was late enough for the general public to have cleared off, heavy lifting equipment was brought in and a find was made in the early hours of the morning."

Caswell also speculated that the river policeman might know more than he was willing to admit and was "himself misled, or he tried to mislead me, as to the area of the fall."

Caswell continued: "The driver, as he later confirmed, was on the larger of the two bridges when he slowed down to hear the bubbling and hissing, just where he saw the object dive in. And at this point, as the river policeman—who ought to know—kindly informed me, the river could be 30-40 feet deep."

Caswell then fired off a barrage of questions to the Air Ministry: "Why did the police talk of ducks breaking wires, and water from 4-6 feet deep? How could all these points check with the driver's statement? Why the hissing and bubbling? Why did the police confine their search to a narrow, silted-up area of water, at least during the hours before midnight? Did they receive instructions from higher up?" And finally: "Why did a wing commander from the Air Ministry take all the trouble of driving to Walthamstow to interrogate the bus driver on the 25th April, almost two weeks after the incident?"[3]

On 14 May 1964, Caswell received a reply from a Mr. R.A. Langton of an Air Ministry division known as Secretariat 4 (which was known to have been involved in the investigation of UFO reports for the Ministry at the time), who confirmed that he had no official reports on the Walthamstow affair on file, adding: "I hesitate to suggest any possible identification for the Walthamstow object."

Langton seemed surprised by Caswell's assertion that Bob Fall had received a visit from an unidentified wing commander. "If a wing commander from the Air Ministry took the trouble of driving to Walthamstow to interrogate the bus driver on 25 April," Langton wrote, "I should be most grateful for any further information you may have that would enable me to identify him."[4]

The available files, however, offer no indication of a further exchange of letters

between Langton and Caswell; and the nature of the mysterious object that was retrieved under cover of darkness from the River Lea in the early hours of 14 April 1964 remains unknown—publicly, at least.[5]

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[1] National Archives, Kew, England, files: AIR 2/17982 and AIR 2/17983
[2] *Walthamstow Guardian* newspaper, 17 April 1964
[3] Letter from Ronald Caswell to the Air Ministry, 29 April 1964
[4] Letter from R.A. Langton, Air Ministry, to Ronald Caswell, 14 May 1964
[5] *Cosmic Crashes: The Incredible Story Of The UFOs That Fell To Earth*, Nick Redfern, Simon & Schuster, 1999

CAMBRIDGESHIRE

ENGLAND, JANUARY 1965

In the early part of 1996, the British Ministry of Defense (MoD) declassified under the terms of the Government's "Thirty Year Ruling" (legislation designed to ensure that all documents, regardless of classification, were withheld from public scrutiny for a minimum of 30 years) a file that detailed a variety of UFO reports that the MoD received during 1965.

Contained within the file was an 11-page report concerning an unidentified object that was seen to come down in the vicinity of March, Cambridgeshire, England on 5 January 1965. A man named Max Beran, one of those who witnessed the descent of the object, a quickly wrote to the Meteorological Office Unit (MOU) at Huntington Road, Cambridge.

Beran stated: "Whilst in the sunlight it remained visible, giving the appearance of a curved object. Perhaps a parachute, but I would have thought too fast for that. Before falling too low to be visible in the low sun it appeared to be falling to a point perhaps a mile or two Southeast of the town center from where I was watching. What could the falling object have been?"

The Senior Meteorological Officer at Cambridge immediately contacted his headquarters at Braknell, Berkshire, regarding Beran's letter. Recognizing that this was a matter for the Ministry of Defense, Braknell prepared a one-page memorandum for the MoD outlining the facts. The MoD quickly swung into action.

According to a one-page handwritten note contained within the file, the police at March had been directed by the MoD to look into the matter. "[The police] sent a car out to look for the object in the vicinity of the 'Sixteen Root Drain' but without success," stated the note.

The MoD also put numerous questions to a host of other official departments as it sought to locate and identify the UFO, including the Royal Navy, the Ministry of Aviation, and various civil aviation bodies. Whatever the object was, the MoD claimed, it was not a piece of military hardware.

"Things which may on occasion fall from aircraft include external fuel tanks, drag-chutes, cockpit canopies, access panels on doors, and sometimes accumulations of ice," the MoD informed Max Beran. "We have looked carefully into all these possibilities so far as our own aircraft are concerned, but have drawn a blank."

In retrospect, however, it is clear that the Ministry of Defense was keeping its opinions on the case very close to home. "If we have nothing to say, the sooner we say it the better," recorded one MoD official in an internal report on

the case—a statement that effectively ended the exchange between the MoD and Max Beran. If further data on this case exists within the archives of the MoD, it has yet to surface publicly.[1]

[1] National Archives files: AIR 2/17526 and AIR 2/17527

REPUBLIC OF THE CONGO

OCTOBER, 1965

Under the terms of the Freedom of Information Act, the CIA has declassified a practically illegible 11-page report titled *Fragment, Metal, Recovered in the Republic of the Congo, Origin Believed to be an Unidentified Flying Object.* Despite the poor condition of the document, one discernible portion makes for intriguing reading:

> The purpose of this report is to present the results of the exploitation of a metallic fragment recovered near the town of [illegible] in the Republic of the Congo. Fragment recovery was the result of a ground-level search which was coordinated after an unidentified flying object exploded and fell to earth in the area. The sighting and recovery took place sometime between 10 and 15 October 1965. Other than a reported east-to-west direction of flight for the UFO specific observation and recovery details are lacking.[1]

Also lacking is any further data of discernible value and interest, primarily due to the exceptionally poor quality of the document at issue. Nevertheless, direct reference to a "UFO" that "exploded and fell to earth" and that was the subject of CIA "exploitation" suggests that this case may potentially be of profound significance. To date, the incident has barely been investigated by the UFO research community.

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[1] Central Intelligence Agency document, *Fragment, Metal, Recovered in the Republic of the Congo, Origin Believed to be an Unidentified Flying Object,* October 1965

KECKSBURG

PENNSYLVANIA, USA, DECEMBER 1965

In the late afternoon of 9 December 1965, some form of object crashed to earth near the small town of Kecksburg, Pennsylvania, after having initially been observed in the sky as a fireball that hurtled across several U.S. states and parts of Canada.

At the scene officials some onlookers that a meteor had fallen; however, the next day both local authorities and the U.S. Government declared strongly that nothing had fallen that night and that, as a result, nothing of any substance was found. Nevertheless, independent witnesses have provided intriguing testimony, strongly suggesting that the official explanation is far from being the correct one, and that a device of unknown origin (at least, unknown to the public and the media) was located within the woods at Kecksburg by the military, who promptly removed the mysterious device from the area.

Firefighters, newspaper reporters and a radio news director at WHJB Radio described seeing a military presence at the scene. One particular area was cordoned off. Some also reported having witnessed the recovery of an acorn-shaped object at the crash site that was loaded aboard a military transporter.

Project Blue Book, the official U.S. Air Force investigation into UFOs that was terminated in 1969, asserted that no space debris entered American airspace on the day in question. Data provided by the U.S. Space Command and the Russian Space Agency indicated that whatever came down, it was not a Russian satellite or space probe, as skeptics had suggested—despite the fact that, according to NASA, a failed Russian Venus probe called Cosmos 96 did re-enter the Earth's atmosphere over Canada at about 3:18 a.m. on 9 December, far from Pennsylvania. Moreover, Blue Book records assert that nothing more substantial than a three-person team was dispatched to the area by the Air Force in a vain attempt to locate whatever it was that had reportedly crashed at Kecksburg. This is very much at odds with the testimony of numerous locals who reported a heavy military presence in the vicinity of Kecksburg.

Unlike many alleged UFO crash-retrievals, the evidence that something occurred at Kecksburg appears overwhelming. More importantly, there is a rich and diverse body of data at the disposal of those wishing to acquaint themselves with the events at issue. Indeed, practically from the outset, the story was big news to the local populace. Consider, for example, the following from a KDKA Radio broadcast of 9:00 p.m. on the night of 9 December 1965:

> A mysterious orange flash in the sky has sent a great many people rushing to their telephone in Ohio, Indiana, Michigan, Pennsylvania, and the Ontario province of Canada. A preliminary check by official agencies appears to rule out any aircraft, or missile explosions. The FAA now speculates that that flaming object may have been a meteor, or the remnants of [a] space vehicle re-entering the atmosphere.
>
> The local Nike sites say they will not comment. They don't deny it, but they will not comment, and they say that they will issue a statement within a half hour. Many persons in the Greensburg area saw the phenomena. State police there say there is a fire in the Kecksburg area. They are investigating. The Oakdale Missile Master was contacted. They said a release is coming up. Speculation also is that an army missile went astray."[1]

Nevertheless, to this day, the U.S. Government and the military steadfastly adhere to the official stance that "nothing was found."

According to researcher Stan Gordon, an acknowledged authority on the Kecksburg affair: "Randy Overly and his friend were playing outside near the village of Norvelt that afternoon. They were drawn to look skyward after hearing a hissing sound in the distance. Randy recalled how they watched a slow moving object approach them, fly only about 200 feet overhead, then move off in the distance. The object was described as looking similar to an acorn..."

Similarly: "Bill Bulebush...was tuning his CB radio in the car that afternoon when he looked up to see the fiery object moving from Norvelt towards the mountain near Laurelville. Bulebush said the object appeared to hesitate over the Laurelville area, then made a turn and then began to travel northeast towards Kecksburg, where he saw it descending... It appears that the object may have been slowing down before its descent into the woods near Kecksburg, only miles away."

As to the retrieval of the Kecksburg object, Gordon reports:

> In 1990, previous to the *Unsolved Mysteries* broadcast of their Kecksburg UFO episode, I was contacted by a man who provided me with detailed information concerning his experience as having been a member of an Air Force security team at Lockburne Air Force Base near Columbus, Ohio, which guarded the object during the early morning of December 10, 1965, after it arrived from Pennsylvania. The object was backed into a hangar, and the security was reportedly tighter at the base that night than it had been when President Kennedy had previously visited the facility. The object apparently only stayed at that base for a short time that morning, then reportedly was being transported to Wright-Patterson Air Force Base near Dayton, Ohio.

Other credible sources have confirmed to Gordon the story about the object having been transferred to Wright-Patterson. Gordon states:

> After the *Unsolved Mysteries* episode aired on the Kecksburg Incident, many new leads came to my attention both locally and nationally. One important report came from a truck driver (Myron) who stated that in 1965 he had worked for a large supply company in Ohio. A few days after the incident in Pennsylvania, a Navy officer came to that supply house and ordered a large quantity of a special type of glazed brick that was to go to the Wright-Patterson facility. Another truck driver has verified that he took the first load of that brick to the base the day before Myron made his delivery. The witness said that he saw a flatbed trailer with an object shaped like "a liberty bell" under a tarp sitting upright on it.
>
> Myron and the other driver both went to the base the next day with their loads of bricks. Myron observed armed men in white coveralls who were going in and out of a warehouse building on a regular basis, and being curious he approached the entrance of the building. Inside he observed a bell shaped object that appeared generally dull copper or bronze in color with strange markings which was surrounded by scaffolding. Myron says that once it was determined that he wasn't supposed to have seen what he did, he was threatened. He was also told something to the effect that "in twenty years this will all be public knowledge."
>
> Myron said the only reason that he had called me now was that he thought that it would be okay to discuss what he saw since it was now on TV. Myron said that the brick was the exact same color as the building that it was taken to. The brick was reportedly going to be used to build a protective shield around the object, where it was going to be "entombed" or sealed up inside the existing brick warehouse. Myron provided myself and the late Len Stringfield, who assisted me with the investigation, with many details. Myron indicated that he thought that he could take us to the exact building if we could get access to the base. Where the object is located today is unknown.

Gordon recalls that he met one of his most provocative Kecksburg witnesses almost by accident:

> In 1987, I was holding a large UFO display for the public at a local mall. A man and his family were walking by and stopped to look at our display. I had a small amount of information on the Kecksburg event, and one of my associates and another man were talking about the case. The man who was with his family spoke up and asked if they were talking about the UFO incident near Kecksburg. They acknowledged that, and the man went on to say

Sketch of the partially buried acorn shaped object as it came to rest in the woods. Credit: Charles Hanna

how he was on one of the search teams that found the object in the woods. That man was Jim Romansky.

Romansky was not from Kecksburg, and apparently he hadn't been back to that area since the night of the event in 1965. Gordon and other researchers interviewed Romansky, and he was able to provide a lot of detail about what he saw and experienced that night. George Lutz and Gordon then went with Romansky to the general area of the crash, hopeful that he could recall the exact location where he saw the object on the ground. Lutz and Gordon told the witness nothing at all about tree damage in the area or our thoughts of where the object might have fallen.

He walked around for quite a while. There were some landmarks that he recalled seeing that night that he was looking for. After a period of time he indicated a location to us that was most intriguing. It was the general location where he estimated from the damaged tree path that the object had fallen.

Jim indicated that the night he saw the object, it was dark, the searchers had only flashlights, and he was unfamiliar with the area, but it looked like the object may have made a trench as it came to rest. Yet, right next to the location was a dry wash that could give one an impression of looking like a long trench in the dark. It now appears that the object fell into that wash area.

Gordon's investigation began to pick up momentum:

A year later (1988), a tip was received that another resident not far from Kecksburg had also gone down in the woods that day in 1965 and saw the object on the ground soon after it fell. That lead was important, as it led us to Bill Bulebush. This witness was contacted and he confirmed that he had indeed seen the object in the woods. He was interviewed and he agreed to take us down into the woods and show us the spot where the object landed.

Bill took us down into the woods from a different entrance than we had gone in with Romansky... down the hill from Meteor Road, the location

> from where he had observed blue arcing lights down in the woods. When we arrived at the location, Bill took us to a particular tree that he had stood behind that day from where he observed the object. From that tree he pointed out the location where the object had rested. It was the same spot that Romansky had taken us to. This location is on private property—I am not pinpointing the exact location for this reason.

Within days after the object fell to earth, WHJB news director John Murphy and his staff produced a radio documentary called "Object In The Woods." It was broadcast about a week later, but in a censored format, according to Gordon. "This was reportedly because some witnesses who had been interviewed for the show had suddenly changed their minds and didn't want their statements aired," Gordon says. "It was stated in the broadcast that one witness was afraid of the state police, and another was afraid of getting in trouble with the Army... Linda Foschia, the continuity director for WHJB Radio in 1965, states that she was at the station when some government men came in to talk with Murphy. She said after they left, John was very upset, and he told her that they had confiscated some of his interview tapes for the broadcast."

Another witness who has now gone public is Mike Slater, an engineer employed by a large electronics company. Mike and his family lived in Kecksburg in 1965. Gordon reports:

> Mike was 14 years old then, and he remembers that night clearly. He was amazed at the presence of the military vehicles coming into town from more than one road that evening. While he saw a lot of activity that night, the event that stuck in his mind was when an Army jeep with a driver and officer pulled up by his sidewalk where he and his brother stood. The officer mentioned that they were having a problem with the numerous people who were coming into the area to look for the crash site. They then asked the boys if they would be willing to help them out, and mentioned that "they could do a great service to their country." What the boys were asked to do was to give people looking for the site the wrong directions. Mike and his brother apparently had fun all evening sending people the wrong way.

Perhaps the most controversial aspect of the Kecksburg case is the possible recovery of one or more "alien bodies." Gordon states:

> I'll make it clear, there has never been any substantial information which would verify that bodies (human or non-human) were found at the crash site in Kecksburg. In more recent years, I have heard rumors that are not widely known, that two small bodies were supposedly found at the impact location in 1965. I have generally accepted this as hearsay since there has

never been any evidence to back up these claims.

While I was interviewing witnesses for my 1998 video documentary called *Kecksburg, The Untold Story*, I had the opportunity to talk in detail with "Myron," the retired truck driver who claimed that he saw a bell-shaped object in a warehouse building at Wright-Patterson Air Force Base within days after the recovery in Pennsylvania. It was obvious that Myron was in poor health. As we were discussing what he saw in 1965, Myron suddenly mentioned something which caused myself and the video production crew to look at the man with astonishment.

Myron [told] us that not only had he seen the odd metallic object surrounded by scaffolding in the building where it was apparently being examined, but he also saw a body lying on a workbench in that same room. Myron said that there was a white cover over the entire body, which he estimated to be approximately 4 to 5 feet tall, and would weigh about 80 pounds. The only feature that Myron could see was "the left hand sticking out from under the cover." He indicated that he could only see three fingers, and the skin looked "lizard like."

Another source who has been interviewed by Stan Gordon is "Joel," who says that he was out in the woods at the time of the recovery and, from a hidden position, watched as events unfolded. According to Gordon:

Joel hid behind a tree and watched as various people began to enter the woods. Joel, who had previous military experience, recognized Army and Air Force personnel. He also saw men not in uniform, and oddly enough, several men in dress suits and hats. The men in suits seemed to be controlling the operation in the woods, which was unfolding before Joel's eyes. Joel said that he watched as an Army general jumped on top of the odd metallic object. This officer had some type of probe in his hand that, to Joel, looked similar to a police officer's Billy Club but longer. For whatever reason the officer struck the object, and the tool bounced out of his hands.

At this point in the interview, Joel's facial expression changed, and you could hear in his voice that he was about to discuss something that was uncomfortable to him. Joel went on to describe that soon after the military officer struck the object, a hatch opened that swung from right to left, at the front of the object. When it opened there was an odd whirling-hissing sound, and Joel said he saw what looked like "two fingers and an unusually long arm" extend out of the hatch. He went on to comment that "it seemed to stretch like elastic."

The hatch appeared to open from the inside, and Joel indicated that there could have been more fingers around the back of the hatch, but that's all he could see. The arm angled up and over the front of the hatch. Within seconds the hatch closed very hard. Joel said that there had to be another

> arm that closed the hatch from within, but he didn't see it. When the hatch closed, it made a very loud sound like metal hitting metal. "I'll tell you what," said Joel, "something manned that son of a gun."

Additional testimony that may bear on the "alien body" question emerged when Stan Gordon interviewed witness Don Sebastian. Gordon explains:

> Don Sebastian...lived in Johnstown, about 40 miles away. After hearing the radio news reports of the possible landing, he and two friends drove to Kecksburg that night. His description of the area fits well with the farm lane where many other people reported various activity on that night. When the group first got into the area, they were stopped by state police at a roadblock. They were curious, and having driven so far wanted to find out more.
>
> The girl in the car was frightened, so her boyfriend stayed in the car with her while Don sneaked past the roadblock on foot without being seen. A few hundred feet away he came across two military olive green flatbed tractor-trailer trucks. He stood up on a tire or bumper of one of the trucks to be able to look down into the fields and woods below. He observed in an open field approximately 100 soldiers advancing in a single line formation with their rifles all at hip level. They were advancing on the wooded area. Don said, "Their stride was coordinated and looked like a trained drill."
>
> About 10 minutes or so later, Don heard very loud screams coming from the direction of those woods, which made the hair stand up on the back of his neck. He indicated that he didn't think that a human could produce that volume of sound. At that point, after hearing the screams, he quickly returned to the car.[2]

On the evening of 24 October 2003, the SCI FI Channel aired a fascinating and hard-hitting documentary across the United States on the Kecksburg affair. Titled *The New Roswell: Kecksburg Exposed*, the show delved deep into the mysterious events of 9 December 1965. Of particular note was the fact that, in the lead-up to the show, the SCI FI Channel had supported an unprecedented initiative to resolve the case.

Investigative journalist Leslie Kean of the Coalition for Freedom of Information (CFi) has spearheaded an effort to obtain government documents on Kecksburg through the Freedom of Information Act, in cooperation with a Washington law firm, a professional archival research firm and a seasoned private investigator.

This effort won the support of John Podesta, President Clinton's former Chief of Staff. At a press conference sponsored by the SCI FI Channel, Podesta declared: "I think it's time to open the books on questions that have remained in the dark, on the question of government investigations of UFOs. It's time to find out what

the truth really is that's out there. We ought to do it because it's right; we ought to do it because the American people quite frankly can handle the truth; and we ought to do it because it's the law."[3]

According to Leslie Kean, CFi's initial round of FOIA requests targeted over a dozen federal and state agencies for information on various aspects of the Kecksburg incident. In most cases, CFi received a "no records" response or was referred to other agencies. NASA, however, proved to be a special case. Kean explains:

> Our experience with NASA was unique in that the agency denied us records that we know were in the possession of the agency as recently as eight years ago. We asked NASA for four very specific items, including records of a 1960's NASA official for Project MOON DUST, Richard M. Schulherr, whose name appears on a NASA document as custodian of the Fragology Files from 1962 to 1967. The Fragology files consist of "reports of space objects recovery, analysis of fragments to determine national ownership and vehicle origin." We had in our possession the document previously released by NASA referencing the list of Fragology Files and another that confirms that. Schulherr was on NASA's staff in the 1960's. We believed his files at NASA might make reference to the Kecksburg incident.
>
> Our private investigator determined that Richard Schulherr died in 1987, and our attempts to contact family members were unsuccessful.
>
> We had every expectation that NASA would send us material previously released. Instead, it provided us a "no records" response on these documents and others that we know were in its possession previously. In addition, we requested information on Cosmos 96, the Russian space probe that went down the same day as the Kecksburg object. NASA could not provide records on this either.
>
> On May 9, 2003, the Law Offices of Lobel, Novins & Lamont filed an administrative appeal under the Freedom of Information Act with NASA, which included 5 exhibits showing NASA that it had previously released the requested information, and that Schulherr did indeed work for NASA. We won this appeal, and NASA promised an "expedited" response to our requests. After waiting four months and receiving nothing, we announced our intent to file a lawsuit against NASA at a Washington Press conference on October 21, 2003 This turn of events was widely covered by the media, including a serious spot on MSNBC.
>
> The next day, a NASA official contacted CFi attorney Lee Helfrich to say the agency was forwarding 36 pages of documents responsive to our FOIA request and apologized that it had "overlooked" sending out the results of its research sooner.
>
> After ten months of pursuing the records in Washington, D.C. through the Freedom of Information Act, NASA had finally responded to public pressure. When the promised documents arrived a few days later, they were

> useless. Unresponsive to our request, they provided no new information. We filed the lawsuit on December 9, [2003], the 38th anniversary of the Kecksburg incident, in U.S. District Court for the District of Columbia, after waiting for a year for information pertinent to the Kecksburg case.[4]

"I think its fair to say that we have truly entered the realm of science fiction in Washington, D.C.," commented John Podesta, "when it's fair game to disclose the identity of a clandestine CIA agent but not the records of an unexplained crash in Kecksburg, Pennsylvania that occurred 38 years ago."

As of this writing in August, 2005, CFi's lawsuit against NASA has not been resolved. Whatever the eventual outcome, Kean says that it will likely be only the first of several lawsuits against government agencies, including the U.S. Army, U.S. Air Force and the Department of Defense, all of which "have been stonewalling efforts to obtain records on the Kecksburg incident under the Freedom of Information Act."

If you have any information on the Kecksburg incident, please contact Stan Gordon via e-mail at paufo@westol.com or call him at 724-838-7768.

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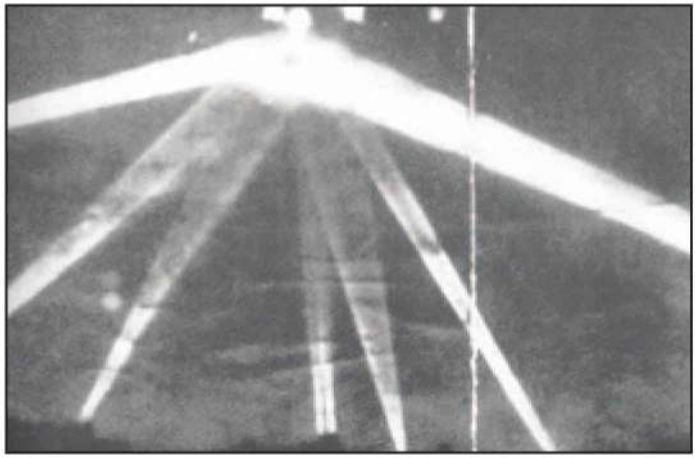
[1] KDKA Radio, Pittsburgh, 9 December 1965

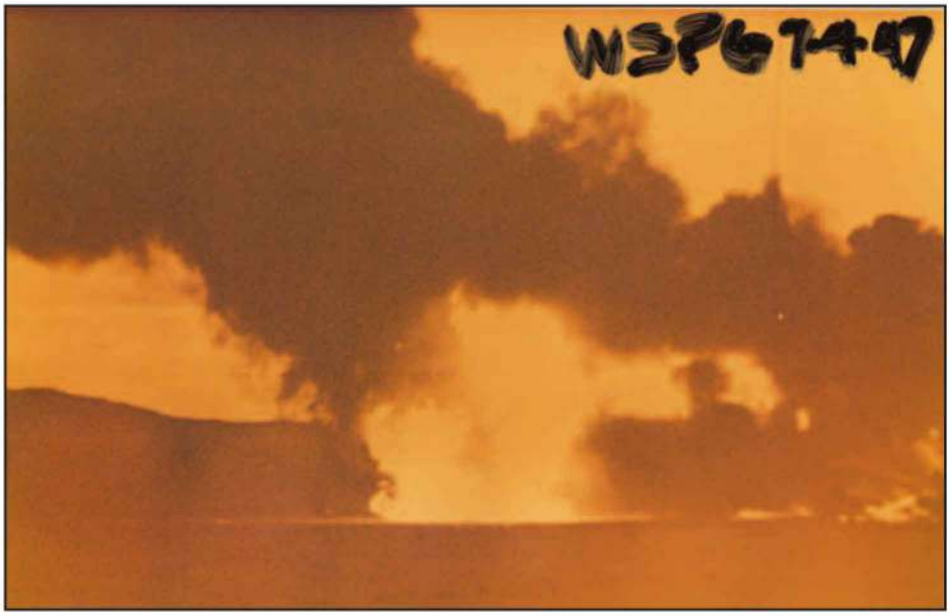
[2] The Kecksburg Incident: An Updated Review, Stan Gordon, UFO Crash Retrieval Conference Proceedings, 14-16 November 2003;

[3] John Podesta, President Clinton's former Chief of Staff, spoke at a press conference sponsored by the SCI FI Channel at the National Press Club on October 22, 2002.

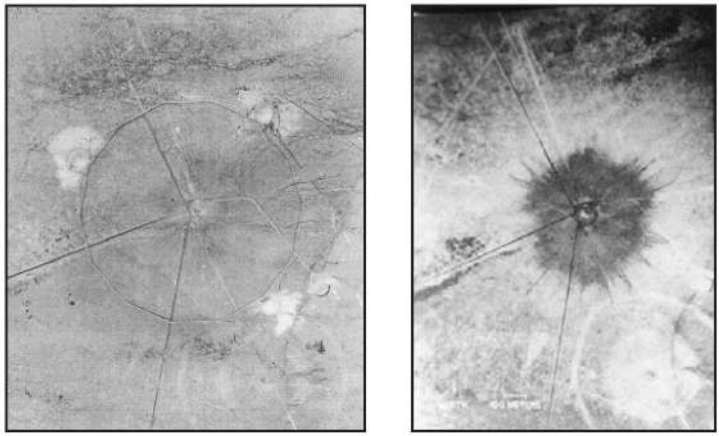
[4] "Media Ridicule and Searching for Evidence on the 1965 Kecksburg Crash Case" by Leslie Kean, 2004 MUFON Conference proceedings



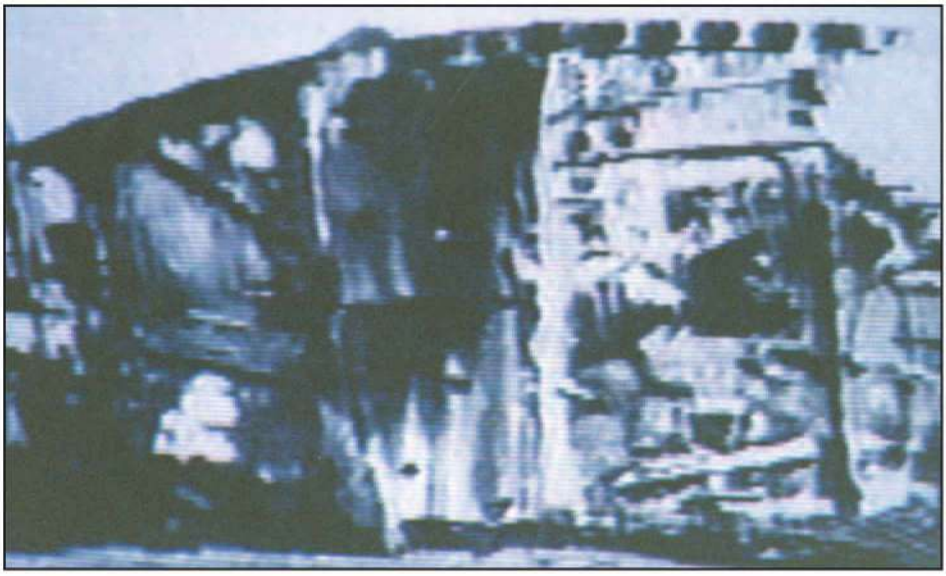
Largely forgotten by the public, this photograph appeared on the front page of the Los Angeles Times and shows what photographic analysis indicates is a disk-shaped craft caught in the glare of antiaircraft floodlights as air defense batteries fired on it repeatedly during the so-called "Los Angeles air raid" on the night of February 25, 1942. Following this dramatic event, a secret memorandum to President Roosevelt by Gen. George C. Marshall led to creation of a top secret intelligence unit to investigate recovered unidentified craft.



Here published for the first time is a photograph provided to UFO investigator Tim Cooper by Source S-1, presumably Thomas Cantwheel, attributed to the White Sands Proving Ground on July 4, 1947. This might be debris burning from one of the crashes associated with the Roswell incident.



The aerial photo on the right was leaked by Source S-1. The burned area in the center is the location of the Trinity Site where the first atomic bomb was detonated. The circled area to the lower right is the location of LZ-2, the exact coordinates reported for one of the crashes associated with the Roswell incident. The photo on the left was taken two years later in 1949. By this time the Trinity Site had been enclosed by a large circular fence. The alleged crash site is still clearly visible. Perhaps the rings around it are perimeters where test instruments are placed to monitor contamination, as has been seen at Ft. Detrick, MD where similar perimeters were established to monitor chemical and biological warfare tests.

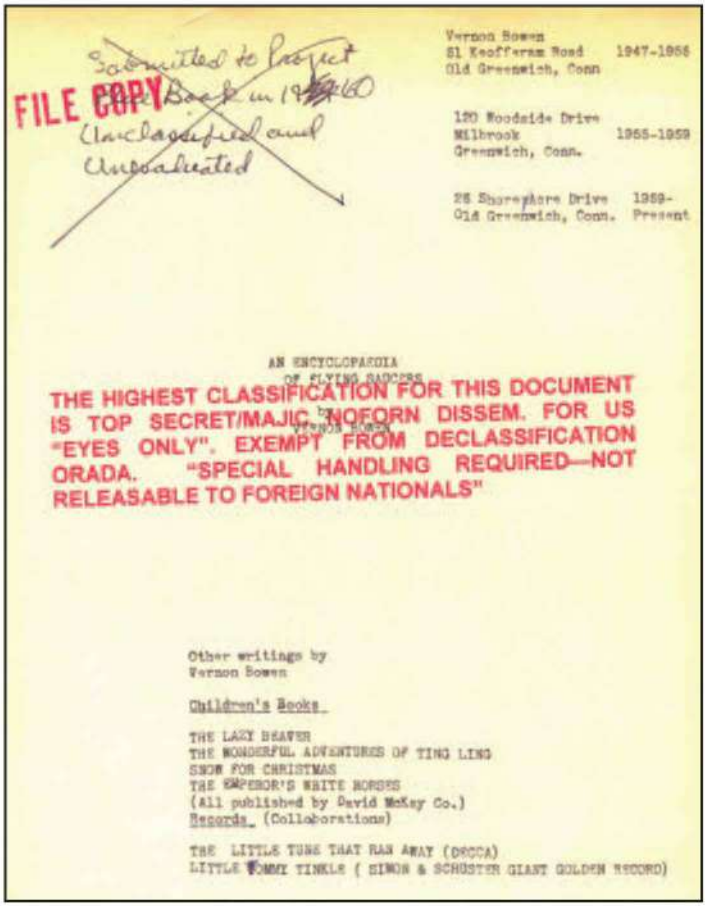


This and the following photograph were leaked by Source S-1 and show unidentified debris. They are published here for the first time. Scan lines in the photographs suggest that they were taken of images from a television screen, perhaps a videotaped briefing.

The debris clearly rests in a landscape identical to that in New Mexico where the Roswell crashes reportedly occurred. This may be the first public view of parts of a crashed UFO.

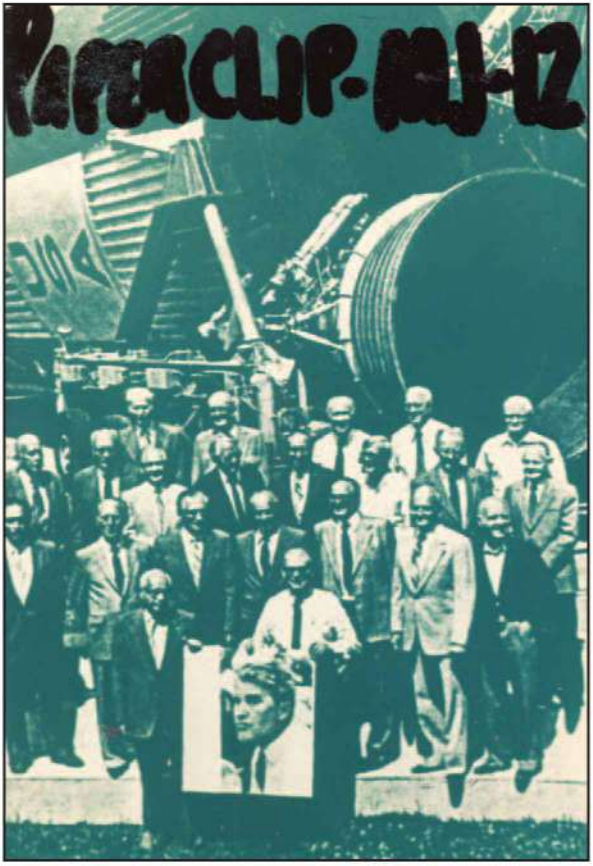
Also leaked with the debris photographs was this photo of President Truman with Air Force officers and a civilian in a suit. Apparently photographed from a television screen, does this show President Truman meeting with military and other officials to discuss a response to the dramatic events? Documents state that President Truman established the top secret Majestic 12 group to study crashed UFOs.

This photograph was provided suggesting that the 1947 USAF Scientific Advisory Board was engaged in supporting MJ-12 research.


Submitted to Project
FILE COPY
Unclassified and
Unpublished
Vernon Bowen
81 Keofferam Road 1947-1956
Old Greenwich, Conn
120 Woodside Drive
Milbrook 1955-1959
Greenwich, Conn.
28 Shorehore Drive 1959-
Old Greenwich, Conn. Present
AN ENCYCLOPAEDIA
THE HIGHEST CLASSIFICATION FOR THIS DOCUMENT IS TOP SECRET/MAJIC NOFORN DISSEM. FOR US "EYES ONLY". EXEMPT FROM DECLASSIFICATION ORADA. "SPECIAL HANDLING REQUIRED—NOT RELEASABLE TO FOREIGN NATIONALS"
Other writings by
Vernon Bowen
Children's Books
THE LAZY BEAVER
THE WONDERFUL ADVENTURES OF TING LING
SNOW FOR CHRISTMAS
THE EMPEROR'S WHITE HORSES
(All published by David McKay Co.)
Records (Collaborations)
THE LITTLE TUBS THAT RAN AWAY (DECCA)
LITTLE TOMMY TINKLE (SIMON & SCHUSTER GIANT GOLDEN RECORD)

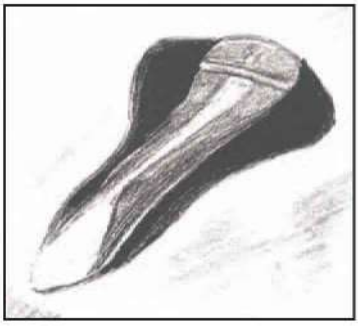
This original manuscript by Vernon Bowen was submitted to the Air Force for review and never returned until it was mailed to Tim Cooper postmarked Fort Meade, MD. The chapter about the Air Force is classified Top Secret Majic. The paper, inks, pen and pencil marks are old and authentic according to forensic tests.

Among the scientists associated with the MJ-12 research was famous aviation researcher Dr. Theodore Von Karman shown at left above, along with General Nathan F. Twining. Clearly, at this point UFO research was associated with the military's most advanced scientific talent and senior leadership.



This photograph of April 26, 1985 of the original German rocket scientists and engineers holding a portrait of Dr. Werner von Braun suggests that former Nazi scientists smuggled into the United States by intelligence agencies as part of Project Paperclip were involved in MJ-12 research.

In addition to numbers of senior U.S. officers, scientists and other officials associated with the Majestic 12 program, annotations of these photos suggest that the United States shared highly secret discussions with Soviet officials on this dramatic and global phenomenon. At left is feared Soviet secret police director Lavrentia Beria. At right is Sergei P. Korelev chief designer of USSR Space Program. Documents later suggest that it was feared radar sightings of UFOs might be misidentified by the Soviets and lead to launching of nuclear missiles during the Cold War.



This is a reconstructed drawing by Thomas Cantwheel on 1/30/96 of the unidentified aerodyne found on July 5, 1947, south of Socorro, MN by military and civilian members of the Armed Forces Special Weapons Project. Approximately 100 ft long, with chime in aft portion at 60 ft. Smooth skin, no intakes or exhaust, material was not inert. According Cantwheel, such research led to development of highly advanced designs based on the recovered UFOs. Some were apparently not disk-shaped but similar to "lifting body" and other highly streamlined experimental aircraft known to have been tested by the military and NASA.

The leaked source provided this photograph suggesting that the exotic "flying wing" pictured here was another design derived from analysis of crashed UFOs.

SPECIAL CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE COMMENDATION MEDAL

TO

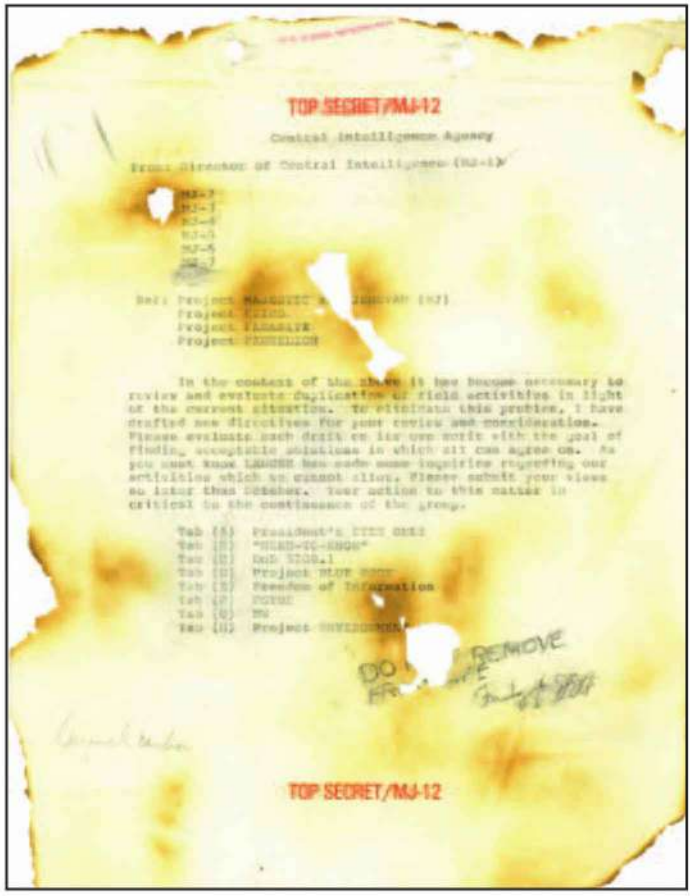
HARRY B. COOPER

Master Sergeant Harry B. Cooper distinguished himself by meritorious service as Non-Commissioned Officer in Charge, Printing Management Branch and Non-Commissioned Officer in Charge, Camera Section, Publishing Division, Command Directorate of Administrative Services, Headquarters Air Defense Command, Ent Air Force Base, Colorado, from 30 September 1957 to 1 June 1963. His exemplary knowledge of film processing and printing techniques provided necessary aids and photographic production for intelligence evaluation of gun camera film and still photographs requested on call by the Foreign Technology Division and the National Photographic Interpretation Center in their contribution to the USAF UFO Program. His exemplary leadership as a Non-Commissioned Officer in the United States Air Force Office of Special Investigations reflect great credit upon himself, the Air Defense Command and the United States Air Force.

BY ORDER OF CURTISS E. LEMAY
CHIEF OF STAFF,
USAF

AIR DEFENSE COMMAND
OFFICIAL
HEADQUARTERS

Who would take and analyze photographs of UFOs, crash sites and related matters? This citation to Master Sergeant Harry Cooper, father of Tim Cooper who later received leaked UFO documents, specifically acknowledges his support to the USAF UFO Program.


TOP SECRET/MJ-12

Central Intelligence Agency

TOP SECRET/MJ-12

This draft document was "pulled from the fire" by a counter intelligence agent that once to work for James Jesus Angleton. It clearly mentions Majestic and Jehovah (MJ) and sets up several directives with profound implications. The authenticity of the document based on forensic testing is very strong.

While the SOM1-01 manual cites two species of alien beings associated with recovered craft, often discussion centers on large-eyed "grey" beings with large heads, long limbs and slender bodies. This image was reported emailed to radio host Art Bell by someone named Albert Lewis who said it was found with his father's effects after his death. There is a badge shown at the right front of the cart that reportedly showing the word "Majestic."

LLANDEGLA

WALES, DECEMBER 1965

Stamped *Priority*, this brief but potentially important report was quietly declassified by the British Ministry of Defense in 1996, having originated with its Defense Intelligence Staff:

> 17 Dec 1965. Sighting of unusual phenomena between Ruthin and Mold on A494 map reference 172584, Mr. Kenneth William Reece saw a white light descend into valley where it exploded and disintegrated on the ground at position reference 196526 Llandegla.[1]

An attempt to secure further data from the MoD brought forth the following response from the Government Services Department: "The registered files of the Defense Intelligence Staff which have been selected for permanent preservation have been assigned to a Public Record Office class (reference DEFE31). All of them are retained by the Ministry of Defense. These records are retained because they contain information relating to the security and intelligence services and are obviously highly sensitive."[2]

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[1] National Archives files: AIR 2/17526 and AIR 2/17527

[2] Letter to Nick Redfern from The Government Services Department, 14 April 1994

SHAG HARBOR

CANADA, OCTOBER 1967

When 18-year-old fisherman Laurie Wickens dialed the number of the Barrington Passage Detachment of the Royal Canadian Mounted Police on the night of 4 October 1967, he probably had no idea of the chain of events that would unfold as a result. But he really had no choice after what he had just witnessed.

Several minutes earlier, Wickens, along with four women in his vehicle, had been traveling west on "old" Highway No. 3 in Nova Scotia. Wickens was returning his passengers to their homes after meeting them at a function nearby. As he entered the fishing village of Shag Harbor from the east, he caught sight of some lights in the sky through the car's windshield. He watched them for a few seconds while negotiating turns in the road. More and more, the lights seemed to demand his attention. They were peculiar to him; something about them was not right—not the least of which was their odd position in the starry sky.

There were four, sometimes five lights, flashing sequentially, first from one end, then from the other; and sometimes they were all on at once. They were angled downward at a 45-degree angle and seemed to be losing altitude, though not rapidly. The object that these lights were attached to could not be seen, but the positioning of the lights gave an overall impression of something quite large. What really bothered Wickens was their angle, the fact that this object was coming down into the harbor, and that a crash seemed imminent.

Wickens' vehicle crested the hill beside the Presbyterian Church, coasted down the hill and into the village proper, his speed now increasing so as to keep the lights in sight. He now revised his original estimate of the impact site. It was beginning to appear that the object was coming down just to the west of Shag Harbor, at best a mile further on. Rushing along at a good speed now, Wickens did his best to keep the object in sight, thankful for the fact that in a tiny village like this on a Wednesday night at nearly 11:30 in the evening there was no traffic to contend with.

Wickens wheeled his vehicle around a turn just past the entrance road to the Prospect Point pier on his left, just as the lights reached the tops of the tree line in their downward trajectory. He knew that once he had cleared this line of trees he would have nothing between him and the open water except a hundred feet of embankment and shoreline. The lights went out of sight behind the tree line, lost from Wickens' and his passengers' view for a few precious seconds. Their car rounded the turn, crested a small hill and came into the open area. One of the girls in the back though she heard a whooshing sound and a bang.

Just ahead a couple of hundred feet was the Irish Moss Plant with its large

gravel parking lot, deserted at this late hour. Laurie Wickens slowed down and pulled his car onto the lot, jamming on the brakes. Everyone jumped out of the car and ran to the embankment overlooking the broad ocean expanse of "The Sound" a few meters in front of them. They scanned the waters for whatever had come down there, not knowing what to expect. Then they saw it, six or seven hundred feet from the shore.

It wasn't very impressive at first, because they didn't know yet what they were looking at. Wickens and the others were under the impression that it was an airplane of some type, but they weren't sure. What they saw was a pale yellow light on top of a vague, dark object of some description, perhaps 60 feet wide and 8 to 10 feet high. They all discussed what they should do. Wickens figured that there wasn't much they could do on their own, so he decided to drive a little further down the coast to a pay phone at an Irving Station in Woods Harbor. Everyone got back in the car and Wickens wasted no time covering the mile or so to the pay phone.

Corporal Victor Werbicki was the only one in the Barrington Passage RCMP [Royal Canadian Mounted Police] Detachment at this hour, and he picked up the phone when it rang. Laurie Wickens was on the other end of the line, and sounded to Werbicki as if he was very excited. Wickens told the Mountie that he thought an airliner or big plane had just crashed into the Sound next to Shag Harbor. Corporal Werbiki's first question to Wickens was: "Have you been drinking?" Wickens was caught off guard by the question but recovered and huffily replied that he had not. He informed Werbicki that they had seen the plane out on the water and it still had one light on.

Werbicki's other phone began ringing, so he asked Wickens to remain where he was after getting the payphone number, then hung up on him. Wickens was miffed but stayed by the phone anyway while his passengers plied him with questions.

Werbicki answered the other line. The caller was one Mary Banks, who lived over on Maggie Garrons Point—which incidentally just happened to look directly down the Sound. She was calling to voice concern that a big airplane might have just crashed into the Sound. She said she had seen some lights coming down and had heard a bang. Werbicki could get no other details from her and hung up. But the phone rang again. This time it was an unidentified male caller from Bear Point, several miles to the east of Shag Harbor, who informed Werbicki that he had seen lights descending somewhere near Shag Harbor and thought it might have been an airplane crashing.

After thanking the man, Werbicki went over to the radio and called the only cruiser he had out on patrol. Constable Ron Pond and Constable Ron O'Brien were in the process of returning to the detachment from their position in an area just west of Woods Harbor, where they had been looking for deer-jackers, when Werbicki contacted them by radio. He informed them that there was a possibility that a plane had crashed into the Sound near Shag Harbor and wanted them back at the detachment ASAP. O'Brien, who was working the radio, informed his

superior that they had just gone through Shag Harbor, headed east, and had seen nothing out of the ordinary. In fact, they had probably passed Laurie Wickens, who was waiting patiently by the phone in Woods Harbor.

Werbicki was still not convinced that an airplane had gone into the water. He was thinking it might have been a meteor, so O'Brien's statement probably served to reinforce his suspicions. But it had to be checked out. He called Laurie Wickens at the payphone and asked him more questions. Wickens told him about the lights they had seen coming down out of the sky, flashing on and off. Werbicki then asked the young fisherman if he would mind returning to the Irish Moss Plant and keep an eye on the light out on the Sound until his officers arrived, to which Wickens readily agreed.

Corporal Werbicki had no sooner hung up the phone when another call came in from a woman who lived over in Cape Sable Island, which is about 13 miles east of Shag Harbor. She informed the Mountie that she and her daughter had just arrived home, and a few minutes earlier they had seen lights coming down out of the sky, flashing in sequence, that looked like they were on something that might have crashed over near Shag Harbor. That was the second time Werbicki had heard about those "flashing lights in a line" and for the first time he entertained the idea of an aircraft accident near the Harbor. He grabbed his winter coat from the coat rack and a list of fishermen's names attached to the Coast Guard Marine Rescue Auxiliary and headed out of the office. He was standing beside his cruiser putting on his coat when Officers Pond and O'Brien turned into the parking lot, having made good time from the Bear Point area.

Some minutes earlier, while returning from dropping off their girlfriends in Cape Sable Island, Dave Kendrick and Norm Smith had had an experience similar to that of Laurie Wickens. They too were on Highway No. 3 heading west toward Shag Harbor, but they were several miles further to the east between the two entrances of the Bear Point road loop. This area incidentally would have major import in the life of Norm Smith's uncle some three years later.

The two young men, both 18 years of age, were in Dave Kendrick's Chevy II talking about girls when Norm noticed some lights up in the night sky. There were four or five of them, big lights, about 15 feet apart in a straight line, red/orange in color, flashing on and off and pointing downward at a 45 degree angle. Norm pointed them out to Dave.

Dave looked up through the windshield to the right, the angle being bad for him. He saw the lights, seeming to hang in the sky in a straight line, observing them for a few seconds before the winding and hilly old road commanded his attention once more. Norm had rolled down his window in order to get a better look at the object or objects in the sky. He watched for a few moments until the combination of descending a hill and the object's downward motion caused it to go out of sight behind the trees ahead of them.

Shortly afterwards they arrived at the outskirts of Shag Harbor where Norm lived with his father. Dave dropped him off, then drove home. On arriving, he

told his mother about the weird lights they had seen in the sky, then went to bed. In the meantime, after watching Dave's car drive off, Norm began to walk up the driveway to his house. His attention was drawn upward by some motion and he was surprised to see, once again, the same string of lights he had seen in the sky earlier, now above the trees again. He watched for only a few second before running into the house. Seeing that his father, Wilfred, was still up, Norm dragged him outside.

Father and son were in time to see the object with the large red/orange lights descending at a fast pace once more behind the trees and in a direction that surely would impact somewhere in the waters of Shag Harbor. They agreed that something serious was about to happen and decided to head over in that direction to see if they could be of any help. Wilfred hurried inside and threw on some warm clothes. Then he and Norm got into the father's truck and backed down the driveway. He had to jam on his brakes to avoid backing into an RCMP cruiser that flew by with its red light flashing.

Something was going on for sure. Wilfred chased down the road after the cruiser, through the village and out past Prospect Point Road. They came around a curve in the highway and saw the cruiser pulling into the gravel parking lot beside the Irish Moss plant. Wilfred pulled in beside it; and another cruiser that he had not even suspected was behind him pulled in beside his truck. In front of them, standing on the edge of the bank overlooking the Sound, Norm saw Laurie Wickens and some of the girls with him. Corporal Werbicki was with them as well, and Laurie was pointing out toward the water. Norm went out on the bank and looked, too. It was then that he saw the pale yellow light out on the Sound.

Corporal Werbicki, having now literally seen the light, put Constable Ron Pond in charge of taking statements from Laurie Wickens and the other witnesses. Werbicki asked around among some of the others gathered there—the area by now was becoming a popular spot—looking for a rowboat to attempt a rescue of what he considered were possible survivors of a plane crash. In fact, everyone there was of the opinion that an airplane was in distress out on the Sound. The object by now had "drifted" much further out than when first observed by Wickens and his friends.

Radio communication was not as sophisticated in the mid-1960s as it is today. Werbicki could not radio directly to other locales in the Province, so he told Constable O'Brien to go to the nearest phone and contact the RCC [Rescue Coordination Center] in Halifax to inquire about missing aircraft and bring them up to date. O'Brien was then to go to the Government Wharf in the center of the village and wait for Werbicki there. Werbicki himself intended to find another phone and call some of the local fishermen. Constable Pond would stay at the Irish Moss Plant, keeping an eye on the light's progress while continuing to take statements.

Just as the two Mounties left, the situation became critical. The light suddenly disappeared; either it went out or the structure supporting it sank.

Fifteen minutes later, Werbicki and O'Brien met at the Government Wharf as

planned. Werbicki had succeeded in contacting two of the local fishermen who owned boats. One of the captains was Lawrence Smith, owner of the *Rhonda D.* The other was Bradford Shand, owner of the *Joan Pricilla.* Both had agreed immediately to go out. As luck would have it, both boats were tied up to the outside of all the boats moored at the wharf.

Others were present at the dock, including Wilfred Smith and Norm Smith. Wilfred went aboard the *Rhonda D,* his brother's boat. In one of those little twists of timing in a person's life, Lawrence was not privy to the sight of the UFO in the sky when Norman and his father witnessed it, though Lawrence lived in the same house—but at the opposite end, it being a duplex of sorts. Wilfred had thought that his brother was probably asleep at that hour and did not want to wake him and his wife.

Norm Smith went over to Bradford Shand's vessel, the *Joan Pricilla,* and climbed aboard with Corporal Werbicki. Norm, a fisherman himself, worked with Bradford (his friends called him "Brath") as a crewmember quite often and so was familiar with the vessel. Werbicki told Constable O'Brien to go out with Lawrence Smith on the *Rhonda D* so that they would have an official presence on both boats.

O'Brien reported to Werbicki that RCC did not have any aircraft listed as missing; however, they were going to commence a radio and phone search all up and down the eastern coast to ascertain just who might have been flying in the area, including American military and civilian aircraft. They were also contacting a Coast Guard vessel, *Life Boat 101,* in Clarks Harbor on Cape Sable Island and advising them to proceed to the crash site.

The Sound is a body of water about two kilometers wide by three kilometers long. It is bounded on the east by Maggie Garrons Point, Inner Island and Stoddart Island, and on the west by the three-kilometer-long Outer Island. The water goes little deeper than 12 or 13 meters and is mostly a clean sandy bottom with the odd outcropping of rock and kelp beds.

On the northeastern side of Outer Island, about 100 meters from a sand-spit, is a permanently anchored buoy called the Budget Light. It had been by estimating the height of the "dark object" compared to the known height of the Budget Light (8 feet) above the water that the fishermen at the Irish Moss Plant were able to estimate the thickness or height of the pale yellow light above the water. At the very outset, fishermen Laurie Wickens and Norm Smith had assured the Mounties that the pale yellow light they were seeing on the water was *not* a buoy light, because they were more than familiar with every buoy and buoy light in the Sound, and this was not one of them.

Lawrence Smith's boat was in the lead. Having been told the approximate position of the "light" before it sank, and also aware of the types of current running there and the amount of time that had passed, Lawrence opted to "run a line down" on the Budget Light and let the current/ebb tide carry him to the south.

Over on the shore at the Irish Moss Plant, Ron Pond saw the two fishing vessels

come out of the western entrance and slowly cross the Sound.

When they had traveled about halfway across the Sound, Lawrence had one of the crewmen switch on the seal beam light on top of the wheelhouse and shine it out over the water. Lawrence slowed his vessel and the men started calling out to any possible survivors.

Only a few seconds later, they came upon a patch of foam, which at first they though was sea-foam. The light picked it out, a yellow, glittery substance floating three or four inches thick on the water's surface. Lawrence pulled the *Ronda D's* engine back to idle and drifted into the stuff. The light on the wheelhouse played back and forth over it. The patch was huge and all around them.

The *Joan Pricilla*, her engines at idle, drifted up to them a short distance to port. Lawrence called over to Bradford Shand: "What do you make of this, Brath?"

"Don't know what it is. Can't say as I care for it," Bradford replied.

Lawrence didn't "care for it" either; however, they had no choice but to sail through the stuff. Lawrence remembers it as smelling of sulfur, and there were bubbles coming up through it. In no way did this stuff resemble ordinary sea-foam, the fishermen stated years later. Both Lawrence and Norman Smith said they had never seen anything like it before or since, did not like to sail through it at the time, and avoided that general area for years after when sailing through the Sound.

Reaching the other side of the foamy patch, they estimated that it was about two boat lengths—approximately 25 meters or 80 feet—wide. Later they were able to determine that the smelly patch of foam was over half a mile (800 meters) long. Reluctantly they steamed back and forth through the foam and the surrounding waters, looking for wreckage and survivors.

RCAF Squadron Leader William Bain, handling the "Air Desk" in Ottawa later that day, had already received a brief report from the RCC in Halifax stating that no aircraft or vessels were missing, as well as a message conveyed from the RCMP officer in charge in Shag Harbor stating that they had found nothing after nearly five hours of searching. Bain read the RCMP message and scribbled three capital letters on the top right hand portion of the page, then underlined it three times: UFO.

The fishermen and crews of six fishing boats that had been the first to go out into the Sound that night had been told to go back in by 4:00 a.m. the next morning. They were tired and had been up for at least 24 hours. But the search continued with other boats and fresh crews.

In Halifax, the RCC had put the Navy's Fleet Diving Unit on notice that they were going to Shelburne to look for a downed UFO in Shag Harbor and would be augmented by RCMP divers from the Halifax Subdivision. Four divers from the Fleet Diving Unit stationed on the *HMS Granby*, a decommissioned destroyer permanently anchored in Halifax Harbor, set out for Shag Harbor in a deuce-and-a-half truck and arrived there on Friday morning, 5 October.

By 1:00 p.m. on Friday afternoon the divers were ready to get into the water.

They and their RCMP counterparts were working off of the *CG 101* and a couple of the local fishing boats. They searched the bottom of the Sound until nearly dusk with no results, then went at it again the next morning.

Donald Nickerson, a local fisherman, recalls that the divers were close-mouthed about what they were or were not finding. Nickerson also wondered why there were submarines off the coast, one of them a U.S. Navy sub.

In that Saturday's edition of the *Chronicle Herald,* the front-page headline read: *Could Be Something Concrete in Shag Harbor UFO—RCAF; Continue Search Today.* The story, under the byline of Staff Writer Ray MacLeod, began:

> A spokesman for a special and little known Royal Canadian Air Force Department for the investigation of Unidentified Flying Objects said last night a series of bright lights which glided into the ocean off Shag Harbor, Shelburne County, Wednesday night may be one of the extremely rare cases where "something concrete" may be found. The spokesman, who identified himself as Squadron Leader Bain, said his department was very interested in the matter.

One of the *Granby* divers, Rick Wood, remarked to researcher Don Ledger: "We didn't find any flying saucer down there, just kelp and lobsters." He further informed Ledger that they were ready to call it quits on Saturday afternoon, but the Mounties got a message from RCC telling them to continue the search for a few more days, which kept the divers at it until 6:30 p.m. on Monday, 8 October.

Maritime Command called off the search, reporting that with reference to the Shag Harbor "crash" they had found "not a trace... not a clue... not a bit of anything."

And so it seemed to end there, with a few days of hype in the press and some fears by the fisherman of the object possibly resurfacing under or near them while they were fishing in or passing through the area.

Three possibilities were offered then as to why the object had not been found:

1. The object was swept by the tides further out to sea where it came to rest. The area that far out was never searched.
2. The object, crippled, made it out into deeper waters under its own power, then sank. Again, the area was not searched beyond the Sound.
3. The object submerged, still under intelligent control, and continued to another destination along the coast.

The first two possibilities raise some questions. First, everyone was aware that the strong currents and ebb tides in that area made it entirely possible that some object could have been swept out to sea and deeper water. Why then was the area offshore not searched as well with sonar and other methods available to the Navy? Or was it? Recall Donald Nickerson's observation of some submarines off the

coast. Were they looking? That is not known, and no records are available to substantiate Nickerson's statement. If they were not looking offshore, then there must be a reason why, and the only reason could be: Why bother to look, if you knew in the first place that the object was not there? That, then, makes reason number three look more attractive—if you are a UFO investigator.

About a year and a half before researcher and author Don Ledger got involved in the Shag Harbor investigation, investigator Chris Styles began an exhaustive search of all of the records he could find both in Nova Scotia and in Ottawa. When Ledger came on the scene, he and Styles eventually joined forces, though at first Ledger's part of the project was to start chronicling the material and putting it together in a book. In order to do that, Ledger conducted numerous interviews with Styles, and also re-interviewed many of the witnesses that Styles had. As Ledger got more involved with the "Incident," he uncovered witnesses of his own and learned details and anecdotal evidence that Styles so far had not uncovered.

While being interviewed by Ledger, Chris Styles said that he had contacted or had been contacted by some people who had been in the military, each of whom had a story to tell and each of whom, save one, did not want their name mentioned in connection with the case. The fact that none of these storytellers were connected or known to one another made their stories collectively very credible. It fell to Ledger to get the stories separately, which he did with three out of five of the witnesses. The fourth has not been located, while the fifth has clammed up completely, though he had earlier submitted to an interview with Styles and his friend Bob MacDonald. Both Styles and MacDonald gave Ledger the same account of their interview with this man, who was one of the divers.

On another occasion, Chris Styles had run into an old friend who had retired some years before from the Air Force. Their chance conversation hinted at a tantalizing new angle on the Shag Harbor case, one that requires further verification. In Don Ledger's words:

> They hadn't seen one another for about three years. They [had] worked together in the circulating department of a local newspaper. The friend was with his son and all three were at the West End Mall in Halifax. When asked by the friend what Chris was up to these days, Chris took him over to his car and showed him some of the material he had in his briefcase on Shag Harbor and explained that he had been investigating the case for over a year.
>
> Chris's friend floored him by saying: "Oh yeah, the Shag Harbor crash. But you know... the real story was over off Shelburne."
>
> Taken aback, Chris asked him what he was talking about. His friend replied that he had spent a week sitting on a ship off Government Point. He explained that his job in the RCAF was to identify aircraft that crashed in a remote area or in deep waters from only fragments of the craft, such as a rudder or aileron hinges for example. He explained that he had been kept below for a whole week waiting to do his job, but nothing ever came of it. He

related, however, that he overheard some of the divers talking during supper one night about what they had seen below. They were promptly dressed-down by some American naval officer for not keeping their mouths shut.

American? Chris wanted to know what the Hell American naval officers were doing giving orders to RCN divers on a Canadian Naval vessel. His friend could not help him there. After seven days some of the vessels left the area at full revs and shortly afterwards he was returned to shore with no explanation. At that point, Chris's friend said that he had to leave and left Chris with his mouth hanging open.

Stranger still, according to several witnesses, something may have flown *out* of the Sound a week after the alleged crash. Don Ledger explains:

Seven days after the Shag Harbor incident, almost to the hour, Lockland Cameron was having TV problems. There was a white line across the screen and it was "going all squiggly." He went outside to have a look at his antennae. It was about 10:00 p.m. on October 11. From his location at the back of his house in Woods Harbor, which overlooked the Sound, he was startled to see a string of bright red lights climbing upward, away from the water about a half-mile from his location. They then stopped and hung in the sky for some time, about 7 or 8 minutes.

Lockland was not alone in his observation—he was accompanied by his wife Lorraine, his daughter Luella, his brother Havelock Cameron, Havelock's wife Brenda, and their two children. They all agreed that the lights from one end to the other measured about 55 to 60 feet and that the object stayed stationary at an altitude of between 500 and 600 feet about three-quarters of a mile offshore before it disappeared.

But that was not the end of it. Four of the red lights reappeared a short time later in the sky, this time at a 35-degree angle. They seemed to descend northwest toward the horizon in the direction of Big Tusket Island. The colors of the lights slowly changed from red, to yellow, to orange, and then went out of sight.

After that, Ledger says, things seemed to go back to normal in Shag Harbor.[1]

[1] *The Shag Harbor Incident*, Don Ledger, *2nd Annual UFO Crash Retrieval Conference Proceedings*, 12-14 November 2004

INDIANTOWN GAP

PENNSYLVANIA, WINTER 1969

The only known reference to this crash retrieval incident comes from Sergeant 1st Class Clifford Stone, U.S. Army (ret.). During a May 9, 2001, press conference at the National Press Club in Washington, DC, presented by the Disclosure Project, Stone revealed that he had been a member of a secret military unit that dealt with recoveries of downed extraterrestrial craft.

"I was involved in situations where we actually did recoveries of crashed saucers, for lack of better terms," Stone said. "There were bodies that were involved with some of these crashes. Also, some were alive. While we were doing all this, we were telling the American public there was nothing to it; we were telling the world there was nothing to it."[1]

Stone said that his unit was called out to a crash site at Indiantown Gap, Pennsylvania in 1969. He was stationed at Fort Lee, Virginia, at the time, as part of the 96th Civil Affairs Group, an Army Special Operations force.[2] He did not recall the exact date, but "it was cold... I believe it to have been in the winter, but there was no snow."

Stone said that the craft in question was "wedge shaped," and there were bodies.

"When we got there, there was already a team set up. Floodlights were always set up around the object. I was asked to get closer and closer to the object to take readings with the APD 27 [Geiger counter]. As I did this, I realized what I was seeing was not of an Earthly origin."

Stone said that, because of his proximity to the craft, he was the first person to see that there were bodies involved.

"The situation is, we did the recovery," he said. He did not elaborate further.[3]

At present, there is no other information available on this case.

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[1] Disclosure Project press conference, May 9, 2001, Washington, DC, as reported by Michel M. Deschamps, http://www.virtuallystrange.net/ufo/updates/2001/jul/m20-007.shtml

[2] While at Fort Lee, this unit was called the 95th Civil Affairs Group. It was reconstituted as the 96th Civil Affairs Battalion in December, 1974, headquartered at Fort Bragg.

[3] *Disclosure: Military and Government Witnesses Reveal the Greatest Secrets in Modern History*, by Steven M. Greer (2001)

ST. GENIEZ

FRANCE, MARCH 1972

According to research begun in 1986 by investigator Olivier Rieffel, on 18 March 1972, an unidentified aerial object crashed into the rocky slopes of a mountain in the township of St. Geniez, France. One witness described the object as a "red ball of fire"; another said it was "red-orange, shaped like a disc." The incident caused brush fires over a forty-acre area.

Notably, according to researcher Jean Sider, "The facts of the case remain classified in the files of the military and the Nationale Gendarmerie Archives. Confirming all the main details was a member of an intelligence agency who stated that 'something' was received by the Gendarmerie and shipped in a truck to a location near Paris."[1]

[1] *UFO Crash/Retrievals: Is The Cover-UP Lifting? Status Report V*, Leonard Stringfield, 1989, published privately

HAWAII

USA, JUNE 1973

The scant details of this case were related to Leonard Stringfield by source RK, an instructor in Gunnery School at Great Lakes Naval Base in 1973-4.

RK said that while serving with the military he heard that a UFO was shot down by a missile in June 1973, somewhere between mainland USA and Hawaii. According to an apparent knowledgeable source that RK spoke with, the UFO had been picked up on the radar screens of a Navy destroyer in the area and was subsequently (thanks to a lucky hit) blasted out of the sky and retrieved from 350-foot deep water by a Glomar Explorer ship, then transferred to the U.S., specifically to a location in Chicago.[1]

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[1] *UFO Crash/Retrievals: Amassing The Evidence, Status Report III*, Leonard Stringfield. 1982

BERWYN MOUNTAINS

NORTH WALES, JANUARY 1974

Referred to by some as the "British Roswell," the incident that occurred high on the Berwyn Mountain range, North Wales on the night of 20 January 1974 has become ingrained in the psyche of the British UFO research community and has largely polarized investigators into two distinct camps: those who believe that something truly anomalous occurred (i.e. that an alien spacecraft crashed on the mountainside and that extraterrestrial bodies were retrieved) and those who believe that the case has a wholly down-to-earth explanation.

There is no doubt that *something* occurred, however, as the following testimony reveals:

"I saw this bright light hanging in the sky," said Annie Williams of the nearby town of Llandrillo. "It had a long fiery tale which seemed to be motionless for several minutes, going dim and then very brilliant, like a dormant fire which keeps coming to life. It would have been like an electric light bulb in shape, except that it seemed to have rough edges. Then [it] fell somewhere behind my bungalow, and the earth shook."

Similar testimony came from David Hughes of the village post office at Ysbyty Ifan: "The whole house shook violently and suddenly. It began quite suddenly, lasted for a few seconds, then stopped just as suddenly."

Police Constable Gwilym Owen stated: "There was a great roar and a bang. The sky lit up over the mountains. The color was yellowish but other people in the valley described seeing blue lights."

On 25 January 1974, it was reported in the media that a Royal Air Force "mountain rescue team" had been dispatched to the area but found nothing.[1] After an initial flurry of media interest and witness testimony, the incident was largely forgotten. Until, that is, around 1996 when an alleged former British Army source surfaced with a remarkable account.

Retired police sergeant and UFO researcher Tony Dodd said he spoke with the British Army source, to whom he gave the pseudonym "James Prescott."

Prescott informed Dodd that in January 1974 he was stationed at an Army barracks in the south of England. "I cannot name my unit or barracks as they are still operational," said Prescott, adding that on the night of 18 January, his unit was put on "stand-by to move north at short notice."

Twenty-four hours later, the unit was directed to make its way towards the English city of Birmingham and then "received orders to proceed with speed towards North Wales."

On arrival at Llangollen, North Wales on the night of 20 January, Prescott said,

the unit noticed a great deal of "ground and air activity" in the area. Extraordinary events were unfolding. But it was shortly after 11:30 p.m., by Tony Dodd's account, when things really began to take shape.

Prescott told him: "We, that is myself and four others, were ordered to go to Llandderfel and were under strict orders not to stop for any civilians." The team soon reached Llandderfel, whereupon they were ordered to load two large oblong boxes into their vehicle: "We were at this time warned not to open the boxes, but to proceed to [the Chemical and Biological Defense Establishment at] Porton Down [Wiltshire, England] and deliver the boxes."

A number of hours later, they reached Porton Down and the mysterious cargo was quickly taken inside the facility. The staff at Porton allegedly opened the boxes while Prescott and the others looked on. Inside the boxes, to Prescott's amazement, were "two creatures which had been placed inside decontamination suits." The Porton staff then began the careful task of opening the suits.

Said Prescott: "When the suits were full opened it was obvious the creatures were not of this world and, when examined, were found to be dead. What I saw in the boxes that day made me change my whole concept of life.

"The bodies were about five to six feet tall, humanoid in shape, but so thin they looked almost skeletal with a covering skin. Although I did not see a craft at the scene of the recovery, I was informed that a large craft had crashed and was recovered by other military units."

According to Prescott, his team were not the only ones to transport bodies from the crash site: "Sometime later we joined up with other elements of our unit, who informed us that they had also transported bodies of 'alien beings' to Porton Down, but said that their cargo was still alive."

Prescott added that this was "the only time I was ever involved in anything of this nature. This event took place many years ago and I am now retired from the Armed Forces."[2]

Live aliens loose on the Berwyns? This extraordinary claim was dismissed outright by some researchers.

For example, one of the leading investigators of the case, Andy Roberts, has stated the following in the book *Out of the Shadows* that he co-authored with Dr. David Clarke:

> The MoD allowed us access to the UFO reports they received for January 1974. These consist of accounts of lights seen streaking through the night sky from east to west, at times exactly matching the "UFOs" seen over the Berwyn Mountains. University astronomy records reveal these lights were bolides, bright meteors which fly close to the Earth's atmosphere and often explode in vivid bursts of color.
>
> The bolides were seen from 7.30 p.m. to 8.00 p.m., during which time a localized earth tremor was felt in North Wales. But for many who experienced the bolides and the tremor, not knowing their source, it appeared that

something, perhaps a plane, had crashed.

Like so many UFO mysteries, the Berwyn Mountain case stems from radical misperception of natural phenomena complicated by the need to believe in the mysterious.[3]

Roberts' theory is certainly a valid one and there appears little doubt that he has resolved many of the key factors surrounding the case. However, since the account of James Prescott surfaced in 1996, a number of former employees of the nearby RAF Valley base have come forward—some speaking on the record—to assert that they had heard similar tales of alien bodies removed from the mountain and taken to Porton Down as far back as 1975 and 1979.

It seems likely, therefore, that the controversy surrounding the true nature of the events that occurred on the Berwyn Mountain range, North Wales, on the night of 20 January 1974 is set to continue.

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[1] *A Covert Agenda: The British Government's UFO Top Secrets Exposed*, Nick Redfern, Simon & Schuster, 1997; *Cosmic Crashes: The Incredible Story Of The UFOs That Fell To Earth*, Nick Redfern, Simon & Schuster, 1999

[2] *UFO Magazine*, September/October 1996

[3] *Out of the Shadows*, Dr. David Clarke & Andy Roberts, Piatkus, 2002

CHIHUAHUA

MEXICO, AUGUST 1974

The following report titled *Research Findings on the Chihuahua Disk Crash*, originally from "JS" to "Deneb Team Members" and dated 23 March 1992, was mailed to researcher Elaine Douglass in July 1993, postmarked Santa Ana, CA. Elaine mailed the original to Leonard Stringfield, who latter published it.[1] It was also sent to a number of British UFO investigators in early 1996, including Nick Redfern and Matthew Williams, bearing a Maryland postmark. The report appears to have been written by a source or sources with intimate knowledge of the incident at issue who desired the release of the evidence to interested parties. The report reads:

> On 25 Aug. 74, at 2207 hrs., U.S. Air Defense radar detected an unknown approaching U.S. airspace from the Gulf of Mexico. Originally the object was tracked at 2,200 knots (2530 mph) on a bearing of 325 degrees and at an altitude of 75,000 feet, a course that would intercept U.S. territory about forty miles southwest of Corpus Christi, Texas. After approximately sixty seconds of observation, at a position 155 miles southeast of Corpus Christi, the object simultaneously decelerated to approximately 1700 knots (1955 mph), turned to a heading of 290 degrees, and began a slow descent. It entered Mexican airspace approximately forty miles south of Brownsville, Texas. Radar tracked it approximately 500 miles to a point near the town of Coyame, in the state of Chihuahua, not far from the U.S. border. There the object suddenly disappeared from the radar screens.
>
> During the flight over Mexican airspace, the object leveled off at 45,000 feet, then descended to 20,000 feet. The descent was in level steps, not a smooth curve or straight line, and each level was maintained for approximately five minutes.
>
> The object was tracked by two different military radar installations. It would have been within range of Brownsville civilian radar, but it is assumed that no civilian radar detected the object due to a lack of any such reports.
>
> The point of disappearance from the radar screens was over a barren and sparsely populated area of Northern Mexico. At first it was assumed that the object had descended below the radar's horizon and a watch was kept for any re-emergence of the object. None occurred.
>
> At first it was assumed that the object might be a meteor because of the high speed and descending flight path. But meteors normally travel at higher speeds, and descend in a smooth arc, not in "steps". And meteors do not nor-

mally make a thirty-five degree change in course. Shortly after detection, an air defense alert was called. However, before any form of interception could be scrambled, the object turned to a course that would not immediately take it over U.S. territory. The alert was called off within twenty minutes after the object's disappearance from the radar screen.

Fifty-two minutes after the disappearance, civilian radio traffic indicated that a civilian aircraft had gone down in that area. But it was clear that the missing aircraft had departed El Paso International with a destination of Mexico City, and could not, therefore, have been the object tracked over the Gulf of Mexico. It was noted, however, that they both disappeared in the same area and at the same time.

With daylight the next day, Mexican authorities began a search for the missing plane. Approximately 1035 hrs there came a radio report that wreckage from the missing plane had been spotted from the air. Almost immediately came a report of a second plane on the ground a few miles from the first. A few minutes later an additional report stated that the second "plane" was circular shaped and apparently in one piece although damaged. A few minutes after that the Mexican military clamped a radio silence on all search efforts.

The radio interceptions were reported through channels to the CIA. Possibly as many as two additional government agencies also received reports, but such has not been confirmed as of this date. The CIA immediately began forming a recovery team. The speed with which this team and its equipment was assembled suggests that this was either a well-rehearsed exercise or one that had been performed prior to the event.

In the meantime requests were initiated at the highest levels between the United States and Mexican governments that the U.S. recovery team be allowed onto Mexican territory to "assist." These requests were met with professed ignorance and a flat refusal of any cooperation.

By 2100 hrs, 26 Aug. 74, the recovery team had assembled and been staged at Fort Bliss. Several helicopters were flown in from some unknown source and assembled in a secured area. These helicopters were painted a neutral sand color and bore no markings. Eyewitness indicates that there were three smaller craft, very possibly UH1 Hueys from the description. There was also a larger helicopter, possibly a Sea Stallion. Personnel from this team remained with their craft and had no contact with other Fort Bliss personnel.

Satellite and reconnaissance aircraft overflight that day indicated that both the crashed disk and the civilian aircraft had been removed from the crash sites and loaded on flat bed trucks. Later flights confirmed that the convoy had departed the area heading south.

At that point the CIA had to make a choice, either to allow this unknown aircraft to stay in the hands of the Mexican government, or to launch the recovery team, supplemented by any required military support, to take the

craft. There occurred, however, an event that took the choice out of their hands. High altitude overflights indicated that the convoy had stopped before reaching any inhabited areas or major roads. Recon showed no activity, and radio contact between the Mexican recovery team and its headquarters ceased. A low altitude, high speed overflight was ordered.

The photos returned by that aircraft showed all trucks and jeeps stopped, some with open doors, and two human bodies lying on the ground beside two vehicles. The decision was immediately made to launch the recovery team but the actual launching was held up for the arrival of additional equipment and two additional personnel. It was not until 1438 hrs. that the helicopters departed Fort Bliss.

The four helicopters followed the border down towards Presidio then turned and entered Mexican airspace north of Candelaria. They were over the convoy site at 1653 hrs. All convoy personnel were dead, most within the trucks. Some recovery team members, dressed in bioprotection suits, reconfigured the straps holding the object on the flatbed truck, then attached them to a cargo cable from the Sea Stallion. By 1714 hrs the recovered object was on its way to U.S. territory. Before leaving the convoy site, members of the recovery team gathered together the Mexican vehicles and bodies, then destroyed all with high explosives. This included the pieces of the civilian light plane which had been involved in the mid-air collision. At 1746 hrs the Hueys departed.

The Hueys caught up with the Sea Stallion as it re-entered U.S. airspace. The recovery team then proceeded to a point in the Davis Mountains, approximately twenty-five miles north east of Valentine. There they landed and waited until 0225 hrs. the next morning. At that time they resumed the flight and rendezvoused with a small convoy on a road between Van Horn and Kent. The recovered disk was transferred to a truck large enough to handle it and capable of being sealed totally. Some of the personnel from the Hueys transferred to the convoy.

All helicopters then returned to their original bases for decontamination procedures. The convoy continued non-stop, using back roads and smaller highways, and staying away from cities. The destination of the convoy reportedly was Atlanta, Georgia.

Here the hard evidence thins out. One unconfirmed report says the disk was eventually transferred to Wright-Patterson A.F. Base. Another says that the disk was either transferred after that to another unnamed base, or was taken directly to this unknown base directly from Atlanta.

The best description of the disk was that it was sixteen feet, five inches in diameter, convex on both upper and lower surfaces to the same degree, possessing no visible doors or windows. The thickness was slightly less than five feet. The color was silver, much like polished steel. There was no visible lights nor any propulsion means. There were no markings. There were two areas of

the rim that showed damage, one showing an irregular hole approximately twelve inches in diameter with indented material around it. The other damage was described as a "dent" about two feet wide. The weight of the object was estimated as approximately one thousand five hundred pounds, based on the effect of the weight on the carrying helicopter and those who transferred it to the truck. There was no indication in the documentation available as to whether anything was visible in the "hole."

It seems likely that the damage with the hole was caused by the collision with the civilian aircraft. That collision occurred while the object was traveling approximately 1700 knots (1955 mph). Even ignoring the speed of the civilian aircraft, the impact would have been considerable at that speed. This is in agreement with the description of the civilian aircraft as being "almost totally destroyed." What was being taken from the crash site were pieces of the civilian aircraft. The second damage may have resulted when the object impacted with the ground. The speed in that case should have been considerably less than that of the first impact.

No mention is made of the occupants of the civilian aircraft. It is not known if any body or bodies were recovered. Considering the destruction of the civilian light aircraft in mid-air, bodies may well not have come down near the larger pieces.

Unfortunately, what caused the deaths of the Mexican recovery team is not known. Speculation ranges from a chemical released from the disk as a result of the damage, to a microbiological agent. There are no indications of death or illness by any of the [U.S.] recovery team. It would not have been illogical for the recovery team to have taken one of the bodies back with them for analysis. But there is no indication of that having happened. Perhaps they did not have adequate means of transporting what might have been a biologically contaminated body.

Inquiries to the FAA reveal no documents concerning the civilian aircraft crash, probably because it did not involve a U.S. aircraft nor did it occur over U.S. airspace.

It should be noted that the above facts do not tell the complete story. Nothing is known of the analysis of the craft or its contents. Nothing is known about the deaths associated with the foreign recovery team. Nor is it known if this craft was manned or not.

Other questions also remain, such as why would a recovered disk be taken to Atlanta? And where did the disk come from? It was first detected approximately 200 miles from U.S territory, yet U.S. air defenses extend to a much greater distance than that. If the object descended into the atmosphere, perhaps NORAD space tracking has some record of the object. Alternate possibility is that it entered the Gulf of Mexico under radar limits then "jumped" up to 75,000 feet. Considering prior behavior exhibited by disks of this size, it is probable that the entry was from orbital altitude.

> The facts that are known have been gathered from two eye witness accounts, documentation illegally copied, and a partially destroyed document. This was done in 1978 by a person who is now dead. Only in February of this year did the notes and documents come into the hands of our group.[2]

While the description of the crash and recovery of the unknown object broadly conforms to the data presented in other reports, the reference to an apparently lethal biological agent present at the scene is somewhat unusual. However, it is not without precedent.

For example, the so-called (and unofficially released) *Majestic 12, 1st Annual Report* document refers to what appear to have been similar biological agents present at UFO crash sites in New Mexico in 1947. According to one extract from the document titled *Biological Warfare Programs*:

> BW programs in U.S. and U.K., are in field test stages. Discovery of new virus and bacteria agents so lethal, that serums derived by genetic research, can launch medical science into unheard of fields of biology. The samples extracted from bodies found in New Mexico, have yielded new strains of a retro-virus not totally understood, but, give promise of the ultimate BW weapon. The danger lies in the spread of airborne and bloodborne outbreaks of diseases in large populations, with no medical cures available.

The document continues:

> The Panel was concerned over the contamination of several SED personnel upon coming in contact with debris near the power plant. One technician was overcome and collapsed when he attempted the removal of a body. Another medical technician went into a coma four hours after placing a body in a rubber body-bag. All four were rushed to Los Alamos for observation. All four later died of seizures and profuse bleeding. All four were wearing protective suits when they came in contact with body fluids from the occupants... Autopsies on the four dead SED technicians are not conclusive. It is believed that the four may have suffered from some form of toxin or a highly contagious disease. Tissue samples are currently being kept at Fort Detrick, Md... In the opinion of the senior AEC medical officer, current medical equipment and supplies are wholly inadequate in dealing with a large scale outbreak of the alien virus.[3]

Similarly, the unauthenticated *Interplanetary Phenomenon Unit Summary* of 1947 states with respect to individuals present at a UFO crash site in New Mexico that same year:

Ground personnel from Sandia experienced some form of contamination resulting in the deaths of 3 technicians. The status of the fourth technician is unknown. Autopsies are scheduled to determine cause of death.[4]

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[1] Leonard Stringfield, Status Report VII, 1994

[2] *Research Findings on the Chihuahua Disk Crash*, 23 March 1992

[3] *Majestic 12, 1st Annual Report, The Majestic Documents,* Edited by Dr. Robert M. Wood & Ryan S. Wood, 1998

[4] *Interplanetary Phenomenon Unit Summary, The Majestic Documents,* Edited by Dr. Robert M. Wood & Ryan S. Wood, 1998

SOUTH AUSTRALIA-WESTERN AUSTRALIA

BORDER, 1977

The well-known Australian researcher Bill Chalker writes: "In about 1977 a UFO first seen as a purple-green 'fireball,' was observed to 'crash' near the South Australia–West Australia border, some distance north of the Eyre Highway."

According to Chalker's source for the account, who claimed to have been a "direct participant," a quick-response team headed to the crash site and found a "large, damaged object, completely unlike any conventional aircraft," that had "something of a triangular appearance."

The witness informed Chalker that "two beings" were located within the craft, one apparently injured and one deceased. Both appeared to be around 5 feet in height, "pot-bellied," with long arms and black eyes.

Chalker's source also confided to him that the retrieval team was a "joint US-Australian operation," and that he was personally aware of "4 apparent UFO crash events."[1]

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[1] *UFO Crash/Retrieval Stories: The Australian Experience, Volume 1, No.3*, July-September 1997, compiled By Bill Chalker

HAMPSHIRE

ENGLAND, 1977

"Dear Mr. Redfern," the letter began, "I have read several of your articles in *UFO Magazine* and thought you would be interested to know that my father was in the RAF [British Royal Air Force] in the 1950s and 1960s and I always remember him telling me that at RAF Farnborough there was supposed to be a top-secret office where the RAF carried out all its flying saucer investigations."

Rumors abound that the sprawling thousand-acre-plus Royal Aircraft Establishment (RAE) at Farnborough, Hampshire, England, housed a covertly operated unit that investigated UFOs in the 1950s and 1960s. According to Cyril Townsend-Withers, a senior scientific officer with the Air Ministry who specialized in radar development and deployment and who rose to the rank of wing commander, during the 1960s he had a number of discussions with people at the Air Ministry at Whitehall, London, and was informed of the existence of a specialist UFO investigation team that operated out of Farnborough.

Townsend-Withers further stated that the project comprised largely RAF Intelligence people who viewed the UFO subject "very seriously."[1]

There was also the woman whose husband was stationed at Farnborough for a twelve-month period in the mid-1960s and who was directly implicated in a strange event involving the monitoring of an unidentified radio "signal" or "language" that had been detected by staff at the base.

"They could not decode or decipher [the signal]," said the woman. "[My husband] told me that it definitely was not of human origin, and he could say no more. I think he keeps a lot to himself about his true feelings. I know he has been sworn to secrecy by the RAE—the Official Secrets Act, no doubt—but something of great importance happened that day they snatched those special signals from space, I feel sure."[2]

Then there is "Hannah Green," who lives practically on Farnborough's doorstep. "I've got one hell of a view; I live in a very high spot and can see the roofs of the hangars at the base," she stated in 1996. Furthermore, she had a remarkable UFO account to tell.

On a clear, bright evening in July 1977, Green and her family were driving through the nearby Minley Manor Woods when their attention was drawn to two "coach-loads of troops" who were entering the woods.

"We had to reverse and go back," according to Green, "and as we did so, I noticed just to the left what looked like a small, man-made valley with steep sides about fifteen feet deep. But inside this little valley, there were two clear burn marks,

which looked like something had either landed or crashed."

Green added that the presence of so many soldiers in the area concerned her family to the extent that they swung their car around and drove back in the direction from which they had just come. All was normal until they approached a bend in the road.

Standing on a gentle slope around the corner were two of the "strangest-looking men" Green had ever seen. Both were of an impressive height but exceedingly thin and dressed in "all-in-one, white, tight-fitting suits with headgear like the astronauts in the Apollo missions wore."

For a moment the two "men" remained still; however, as Green and her family watched transfixed, both suddenly broke into a run and headed for a clearing. Most bizarre of all, as Green continued to follow the path of the two men, they literally disappeared before her eyes.

"They vanished; simply vanished," she explained. "I never forgot that. I came home, drew a picture of the two men, and wrote an account of it because it really shook me up. And I've never been in the woods since."

Green continued that a number of unusual events occurred shortly afterwards that she felt were potentially related. First, she learned that, under cover of darkness, an inordinate amount of digging was going on deep within the woods. Who was doing the digging? None other than the Army. Precisely what they were looking for, Green never found out; but the mere fact that the Army's activities were undertaken late at night aroused her suspicion that it was somehow connected with the curious "burn-marks" seen in the woods, not to mention the two strange-looking "men" who fled the area.

Green recalled a second curious event that occurred not long after:

> It was October 1977, in the mid-evening. There was what I call a "large black cigar" over the cornfields to the back of our houses. It traveled up on to Fernhill and then headed down towards the woods. By this time I was hanging out of the window, binoculars at the ready. I waited for about five minutes and could then see it above the trees: a white light on the back and a green light on the front.
>
> It then headed in my direction, and I could see that it was about sixty feet long, very black; but there was no sound whatsoever. It came right over me, and within a few minutes I was feeling very sick and dizzy. I couldn't stand up, and it was all I could do to get myself into bed fully dressed. I couldn't even undress myself.
>
> In those days we had many sightings, all of which happened as the work was going on in the woods.[3]

This unresolved case raises important questions. Is it possible that the unusual scorch marks seen within Minley Woods were the result of some form of UFO crash-landing? What was occurring within the woods that required the at-

tendance of "two coach-loads" of Army troops? Who were the two tall "beings" dressed "like astronauts" that seemed intent on exiting the area with the utmost haste? And what of the odd digging that went on after dark? Had the military discovered "something" in Minley Woods that they were attempting to retrieve?

Thus far, the answers to these questions elude us.

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[1] *The UFO Conspiracy*, Jenny Randles, Blandford Press, 1987

[2] *UFO Magic In Motion*, Arthur Shuttlewood, Sphere Books, 1979

[3] Interviews with Hanna Green conducted by Nick Redfern, 25 February 1996 and 3 December 1996

PERU

1977

According to Marine Corps Lance-Corporal John Weygandt, in March 1977 he was dispatched to the country of Peru "to provide perimeter security for a radar installation that... tracked drug traffic aircraft in Peru and Bolivia."

While on duty shortly afterwards, Weygandt was ordered, along with several colleagues, to attend and secure the nearby crash site of what he was told was an aircraft. On arrival at the site, however, Weygandt was certain that the object was no aircraft. There was, he said, "a huge gash in the land where something had crashed." That "something" had subsequently become embedded in the side of a nearby cliff.

Weygandt described the object as being almost completely buried in the rock; however, he was able to determine that it was "shaped like something between an egg and a tear drop." Dripping from the visible parts of the object was a "greenish-purple syrup-like liquid" that seemed to be "alive and changing."

Weygandt recalled seeing "three holes" on the object that he speculated could have been "hatches." He saw no bodies or crewmembers of the object; however, he admitted to feeling some form of "presence" from the vehicle, and stated that no less than "thirty of those guys wearing hazard suits" were in attendance at the scene of the crashed object, which Weygandt believes was shot down by a Hawk missile.[1]

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[1] *Filer's Files*, #16, 2005. www.georgefiler.com

SIERRA MADRE

MEXICO, AUGUST 1977

In the 5 September 1977 edition of the Buenos Aires, Argentina, newspaper *Cronica* was an article titled *UFO TRAVELERS SEARCHED FOR* that stated: "Mexican soldiers are looking for some little men with square feet and luminous suits who dropped from the sky about a month ago, reports the local newspaper *La Prensa*."

Cronica continued that while the story had been denied at an official level, rumors were in circulation in the Sierra Madre region of Mexico that a UFO had crashed in the area approximately a month previously and that "several of the crew escaped alive," while two died. Further rumors cited by *Cronica* suggested that at least 200 soldiers had been dispatched to the area in an effort to secure the crash site and recover both the living and dead creatures. Additional data on this case is currently lacking.[1]

[1] *Cronica*, 5 September 1977

MCGUIRE AIR FORCE BASE

NEW JERSEY, USA, JANUARY 1978

The following document, dated 16 September 1980 and written on official U.S. Air Force stationery, was forwarded to Leonard Stringfield:

1) In January of 1978, I was stationed at McGuire AFB, N.J. One evening, during the time frame of 0300 hrs. and 0500 hrs., there were a number of UFO sightings in the area over the air field and Ft. Dix MP's were running code in the direction of Brownsville, N.J. A state trooper then entered Gate #5 at the rear of the base requesting assistance and permission to enter. I was dispatched and the trooper wanted access to the runway area which led to the very back of the air field and connected with a heavily wooded area which is part of the Dix training area. He informed me that a Ft. Dix MP was pursuing a low flying object which then hovered over his car. He described it as oval shaped, with no details, and glowing with a bluish-green color. His radio transmission was cut off. At that time in front of his police car, appeared a thing, about 4 feet tall, grayish, brown, fat head, long arms, and slender body. The MP panicked and fired five rounds from his .45 cal. into the thing, and one round into the object above. The object then fled straight up and joined with eleven others high in the sky. This we all saw but didn't know the details at the time. Anyway, the thing ran into the woods towards our fenceline and they went to look for it. By this time several patrols were involved.

2) We found the body of the thing near the runway. It had apparently climbed the fence and died while running. It was all of a sudden hush-hush and no one was allowed near the area. We roped off the area and AFOSI came out and took over. That was the last I saw of it. There was a bad stench coming from it too. Like ammonia smelling but wasn't constant [in] the air. That day, a team from Wright-Patterson AFB came in a C141 and went to the area. They crated it in a wooden box, sprayed something over it, and then put it into a bigger metal container. They loaded it in the plane and took off. That was it, nothing more said, no report made and we were all told not to have anything to say about it or we would be court martialed court-martialed.

> 3) I will be getting out of the Air Force in about two months. Do not disclose my name as I could get into trouble. I am interested in pursuing this and other matters if you need help. Forgive me for not signing this but I can't take any chances. Please reply to the above address and my parents will forward it to me or I will be home already. Don't send it here because they monitor all mail closely and I again don't want to take any chances.

Upon receipt of this document, Stringfield wrote to the source (to whom he gave the pseudonym of "Jeffrey Morse") but received no reply. A follow-up letter of 18 November 1980 did bring a response from Morse, who stated that he would try to help further, including providing Stringfield with additional corroborative sources for his account.[1] Further correspondence submitted to Morse by both Stringfield and researcher Richard Hall remained unanswered until 27 September 1983, 17 months later.

Citing his protracted silence as being the direct result of warnings, threats and interrogations instigated by his superiors in the Air Force, Morse was now willing to enter into dialogue with both Stringfield and Hall. On 6 December 1983, Stringfield's telephone rang and he heard Morse' voice for the first time.

In that conversation Morse imparted further data relative to the alleged killing of the creature, including the fact that after the incident he had been promptly transferred to a Security Police Squadron in Okinawa. "Others," Morse told Stringfield, "went to the Philippines, Germany, and Korea."

Perhaps of greatest significance to Stringfield was a package received on 23 December 1983 from Morse that contained what was alleged to be an official Air Force DD Form 1569 ("Incident/Complaint Form"), two pages in length, that briefly detailed the alien body recovery as originally described by Morse to Stringfield in 1980. Stringfield admitted that the document "is avowedly not proof." Indeed, questions surrounding the authenticity of the document would resurface years later, as will soon become apparent.

Meanwhile, on 13 January 1985, a real breakthrough came when Richard Hall was able to meet with Morse in person at a mall near Washington, D.C. According to Hall, Morse was "well-groomed, friendly, relaxed, calm, articulate. He... did not come across at all as someone who has concocted a tall tale and might contradict himself... he seemed very credible to me... Pending further investigation, I would tend to give him very high marks. I kept a mental picture of other possible explanations, but they did not fit his image, style, or demeanor."[2]

Two years later, Hall, Stringfield and investigator Dr. Bruce Maccabee again met with Morse near Washington, D.C.; and again the impression of Morse was favorable. Morse expressed concern that he had been subjected to constant (and apparently officially orchestrated) "harassment" that had led him to explore the possibility of taking legal action against the guilty parties. Stringfield would not see or hear from Morse again. The story was not over, however.

In September 1988, a new source surfaced: the vice president of the Air Force

Association, who ten years earlier had been an intelligence officer with the rank of major at McGuire AFB. He told Stringfield: "I remember walking into the 21st Command Post and most people were talking about an incident that had occurred on the base during the night. The report was that an alien, a short little guy, had died from a gunshot wound."

A further source—again an officer at McGuire—advised Stringfield that at the time of the incident in question there had been "significant UFO activity over the two large military compounds."

Moreover, according to the officer, "One of the craft had malfunctioned and crash-landed. One survivor of the crew... managed to reach the outer perimeter near a guard post at Ft. Dix and was shot by an MP."

In Stringfield's words: "Said my source, the interloper, mortally wounded, was later found dead at McGuire."

Stringfield concluded: "For me the evidence collected over eight years of investigation into this case may not prove that UFOs are real or extraterrestrial, but it does show that such incidents, if true, would be difficult to explain to a benighted public. Thus, the cover-up."[3]

This would mark the end of Stringfield's investigation; however, in the 1990s, a new study of the case was launched by the Las Vegas, Nevada-based National Institute for Discovery Science[4] (NIDS) that suggested that the McGuire incident may not have been as credible as Stringfield believed it to be.

According to NIDS's own examination of the data:

> NIDS successfully located and interviewed (a) the former base commander at McGuire AFB who was present on January 18, 1978, (b) the former commander of the 438th security police squadron who confirmed that he was security police commander at McGuire on January 18, 1978, (c) the former Air Force Office of Special Investigations (AFOSI) detachment commander at McGuire AFB who confirmed that he was present at McGuire AFB on January 18, 1978 and (d) the former 21st Air-Force commander at McGuire AFB in 1978. All four individuals denied any knowledge of the incident....
>
> NIDS obtained the name of an individual that the primary eyewitness Morse claimed had interrogated and debriefed him at Wright Patterson AFB following the shooting of the entity. The individual, who allegedly had played the bad guy during the interrogation was identified by name and rank by Jeffrey Morse. NIDS successfully located this individual who is a retired Judge Advocate General (JAG) Colonel and is presently employed at a prominent law firm on the East coast. This individual verified that indeed he had been associated with JAG at McGuire AFB at the time of the alleged incident but (a) he had never heard of the incident (b) he had never been to WPAFB at any time in his life and (c) he had no knowledge of any interrogation of Morse. Finally, NIDS confirmed that a Jeffrey Morse had worked as an E4 at McGuire AFB, but we were unsuccessful in locating this individual.

NIDS' working hypothesis (which is subject to change based on further emerging evidence) is that the 1978 McGuire AFB incident did not happen. Further, the putative fabrication of the DD form 1569 suggests that the Fort Dix/McGuire incident may be a hoax.[5]

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[1] *UFO Crash/Retrievals: Amassing The Evidence; Status Report III*, Leonard Stringfield, published privately, 1982

[2] *The Fatal Encounter At Ft. Dix-McGuire, A Case Study; Status Report IV*, Leonard Stringfield, MUFON Symposium Proceedings, Mutual UFO Network, 1985

[3] *UFO Crash/Retrievals: Is The Cover-Up Lid Lifting? Status Report V*, Leonard Stringfield, published privately, 1989

[4] The National Institute of Discovery Science was found by real-estate billionaire Robert Bigelow who spent two active years investigating parapsychology, UFOs and cattle mutilations. NIDS spent two million dollars over that timeframe with a staff of six at its peak.

[5] *Preliminary Investigation Into The Alleged Fatal Shooting Of A Non-Human Entity At Ft. Dix/McGuire Air Force Base On January 18, 1978*, Roger Pinson & Eric Davis, National Institute For Discovery Science. See also: www.nidsci.org/news/mcguire_contents.php

TAIRE MOUNTAIN

BOLIVIA, MAY 1978

The genesis of this case can be traced to a United States Department of State telegram transmitted from the American Embassy in La Paz, Bolivia, to the U.S. Secretary of State, Washington, D.C. on 15 May 1978. Captioned *Report of Fallen Space Object*, it stated:

> 1. The Bolivian newspapers carried this morning an article concerning an unidentified object that apparently recently fell from the sky. The paper quotes a "Latin" correspondent's story from the Argentine city of Salta. The object was discovered near the Bolivian city of Bermejo and was described as egg-shaped, metal and about four meters in diameter.
> 2. The Bolivian Air Force plans to investigate to determine what the object might be and from where it came. I have expressed our interest and willingness to help. They will advise.
> 3. Request the department check with appropriate agencies to see if they can shed some light on what this object might be. The general region has had more than its share of reports of UFOs this past week. Requests a reply ASAP.[1]

The Department of State was not the only branch of government that took an interest in the case, as a CIA report—also of 15 May 1978—makes clear:

> Many people in this part of the country claim they saw an object which resembled a soccer ball falling behind the mountains on the Argentine-Bolivian border, causing an explosion that shook the earth. This took place on May 6. Around that time some people in San Luis and Mendoza provinces reported seeing a flying saucer squadron flying in formation. The news from Salta confirms that the artificial satellite fell on Taire Mountain in Bolivia, where it has already been located by authorities. The same sources said that the area where the artificial satellite fell has been declared an emergency zone by the Bolivian Government.[2]

An examination of the CIA's declassified UFO files reveals a second report that references the crash and adds further data. Dated 16 May 1978 and titled *Reports Conflict on Details of Fallen Object*, the document reads:

> We have received another phone call from our audience requesting confirmation of reports that an unidentified object fell on Bolivian territory near the Argentine border. We can only say that the Argentine and Uruguayan radio stations are reporting on this even more frequently, saying that Bolivian authorities have urgently requested assistance from the U.S. National Aeronautics and Space Administration in order to determine the nature of that which crashed on a hill in Bolivian territory. Just a few minutes ago Radio El Espectador of Montevideo announced that there was uncertainty as to the truth of these reports. Argentine sources indicated that they border with Bolivia had been closed but that it might seen be reopened. They also reported that an unidentified object had fallen on Bolivian soil near the Argentine border and that local Bolivian authorities had requested aid from the central government, which, in turn, had sought assistance from the U.S. National Aeronautics and Space Administration to investigate the case.
>
> A La Paz newspaper said today that there is great interest in learning about the nature of the fallen object, adding that local authorities for security reasons had cordoned off 200 km around the spot where the object fell. The object is said to be a mechanical device with a diameter of almost 4 meters which has already been brought to Tarija. There is interest in determining the accuracy of these reports which have spread quickly throughout the continent, particularly in Bolivia and its neighboring countries. Is it a satellite, a meteorite, or a false alarm?[3]

On 18 May 1978, the U.S. Embassy in La Paz again forwarded a telegram to the Secretary of State, Washington DC. Classified *Secret*, the telegram disclosed the following:

> Preliminary information provided has been checked with appropriate government agencies. No direct correlation with known space objects that may have re-entered the Earth's atmosphere near May 6 can be made; however, we continue to examine any possibilities. Your attention is invited to State Airgram A-6343, July 26, 1973, which provided background information and guidance for dealing with space objects that have been found. In particular any information pertaining to the pre-impact observations, direction of trajectory, number of objects observed, time of impact and a detailed description including any markings would be useful.[4]

Six days later, a communication was transmitted from the U.S. Defense Attaché Office in La Paz to a variety of U.S. military and government agencies and departments, including NORAD, the Air Force and the Department of State:

> This office has tried to verify the stories put forth in the local press. The

> Chief of Staff of the Bolivian Air Force told DATT/AIRA this date that planes from the BAF have flown over the area where the object was supposed to have landed and in their search they drew a blank. Additionally, DATT/AIRA talked this date with the Commander of the Bolivian Army and informed DATT that the Army's search party directed to go into the area to find the object had found nothing. The Army has concluded that there may or [may] not be an object, but to date nothing has been found.[5]

The CIA's report of 15 May 1978 clearly stated that the object had fallen to earth on Taire Mountain, Bolivia, and had "already been located by authorities." Furthermore, on the following day, the CIA learned that the object had "been brought to Tarija." In contrast, the Bolivian Army and Air Force advised the U.S. Defense Attaché Office that their search for the mysterious object had drawn a blank and nothing was found. Was the CIA misinformed, or were the Bolivians keeping the Department of State in the dark? Regardless of the answers to those questions, the story does not end there.

Tantalizing information suggests that the object was indeed recovered by U.S. authorities (or at least with the assistance of U.S. authorities) and that both the CIA and NASA played key roles in the case.

In June 1979, researcher Leonard Stringfield was contacted by an Argentinean investigator, Nicholas Ojeda, who had interesting data to impart concerning the crash. According to Ojeda: "There is a report of a group of investigators who vanished mysteriously in the area. I really think something big happened in Salta. NASA investigated, but there was no news of it. I have to tell you that in La Paz, Bolivia, a huge Hercules C-130 carried 'something' from the area where the UFO crashed."

In addition, Stringfield's research led to a disclosure that a CIA source known to the researcher Bob Barry confirmed that the C-130 flight took place and that he was aboard the aircraft. "No comment" was the reply that Barry received when the issue of the aircraft's cargo was raised.[6]

The available evidence still did not answer the crucial question: what was it that crashed at Bermejo, Bolivia in May 1978? The possibility that the object was a meteorite almost certainly can be discounted, primarily because of the description given in the Department of State's telegram of 15 May: "The object was... egg-shaped, metal and about four meters in diameter."

What of the possibility that the object was a man-made satellite? That theory was thrown into doubt by the Department of State's Secret telegram of 18 May, which clearly stated: "No direct correlation with known space objects that may have entered the Earth's atmosphere near May 6 can be made."

In this light, the CIA statement that "people in San Luis and Mendoza provinces reported seeing a flying saucer squadron flying in formation" and the revelations of the Department of State that "the general region has had more than its share of reports of UFOs in the past week" must be considered significant.

To this day, the true nature of the events on Taire Mountain, Bolivia in May 1978 remain shrouded in mystery.

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[1] United States Department of State telegram, 15 May 1978
[2] Central Intelligence Agency document, 15 May 1978
[3] Central Intelligence Agency document, 16 May 1978
[4] United States Department of State telegram, 18 May 1978
[5] United States Department of State telegram, 24 May 1978
[6] *The UFO Crash/Retrieval Syndrome, Status Report II: New Sources, New Data*, Leonard Stringfield, Mutual UFO Network

OREGON

USA, JUNE 1979

Admittedly lacking in detail, an incident was reported to researcher Bruce Molon of Indiana that occurred on 27 June 1979 in a "wild area of forested mountains in southeastern Oregon."

A former marine allegedly involved in the event informed Molon that a circular shaped object with a "low dome" had crashed deep within the forested area in question, damaging trees and depositing an amount of unusual debris in the vicinity that was described as being similar to "fresh cast iron" and of extremely light weight.

Crates were loaded onto helicopters to transport the material from the site, which was then "cleaned up" by the military.[1]

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[1] Letter to Leonard Stringfield from Bruce Molon, 24 April 1991

SANTA CRUZ

BOLIVIA, AUGUST 1979

Fifteen months after the curious events at Bermejo, Bolivia, a somewhat similar event took place in the Santa Cruz region of Bolivia. According to documentation declassified under the terms of the Freedom of Information Act and made available by the Defense Intelligence Agency:

> On late afternoon [8 August 1979] the Embassy here received information that a strange object had been found on a farm near Santa Cruz, Bolivia. Source stated that the object was about 70 centimeters in diameter and two meters in circumference with a hole in one side and a metal skin covering of approx one-half inch thickness. Later the object was described as "about three times the size of a basketball."

A second report, filed shortly afterwards, demonstrated that U.S. authorities were taking a considerable interest in the incident:

> A second fireball fell from the sky early in the morning of the same day that the first one was found near Cotoca. This second one was found 200 kilometers north of the city of Santa Cruz on the farm of Juan Saavedra by the Campesino Gonzalo Menacho Viveras. The place is in the area of Buen Retiro near the Yapacane River. According to the information given by the Campesino, around 12.30 a.m. on Friday last week he heard a loud whistling sound and saw a fireball followed by an explosion. He said that the next evening a silent aircraft that had three lights was flying over the explosion area.
>
> After dawn on Friday morning the Campesino started looking around the area of the impact and found a sphere. As it was not heavy, he took it home where he kept it until his friend, Nataniel Mendez Hurtado, learned of the other sphere in Cotoca and passed on information concerning this second sphere.
>
> The mystery of finding these two spheres, exactly alike, is that according to the witnesses they were fireballs. That is to say that these spheres became real balls of fire when they entered the atmosphere because of the friction and after a high speed fall they hit the ground. However, in the area where they've been found, there were no signs of the impact and [it] looks as though the spheres landed smoothly.[1]

Notably, the documentation concerning the sphere recoveries states that U.S. authorities had received "a roll of 35mm film for color prints and a roll of Kodachrome 40 movie film. The 35 mm film will be developed and printed here in La Paz. The movie film will be forwarded to DIA."

Questions abounded: From where did the spheres originate? What was the "silent aircraft" that flew directly over the crash site the following evening? And how had the spheres negotiated a smooth landing? An attempt to possibly answer at least some of those questions by examining the relevant photographs and film footage failed when the DIA stated, in response to a FOIA request, that the material could not be located.[2]

While some have argued that this case involved nothing stranger than fallen space debris of terrestrial origin, the questions concerning the "silent aircraft" and the fact that the objects did appear to have landed smoothly leave this case wide open and suggest a potentially more exotic origin than mere rocket or satellite detritus.

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[1] Defense Intelligence Agency documentation, August 1979

[2] Letter to Nick Redfern from the Defense Intelligence Agency, 4 August 1990

MODESTO

CALIFORNIA, SEPTEMBER 1979

According to the late Leonard Stringfield, on 11 September 1979 he was contacted by Randall Clement, a dispatcher in a communications center for a California-based law enforcement agency, who informed him that at approximately 7:00 p.m. the previous evening a UFO had possibly crashed in the Modesto area of California.

Clement advised Stringfield that he had been on duty when two officers reported seeing a "green, luminous object" flying at a low level over Shasta County and descending on a southerly course.

While linked by phone with the National Alert Warning System, Clement said, he received confirmation that jets had been "scrambled" in an attempt to intercept the object, which was described as "wobbling in its flight like a pendulum."

Stringfield added that "other sources" had informed him that this falling-leaf-like behavior was indicative of a "troubled UFO." The outcome of this case remains unknown.[1]

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[1] *The UFO Crash/Retrieval Syndrome, Status Report II: New Sources, New Data*, Leonard Stringfield, Mutual UFO Network, 1980

RENDLESHAM FOREST

SUFFOLK, ENGLAND, DECEMBER 1980

Although the famous UFO incident at Rendlesham Forest, Suffolk, England in December 1980 has been the subject of half a dozen books and is considered by many to be an example of a UFO landing event rather than a crash, there are several indicators that "something" may have been retrieved from the forest.

The basics of the account are that between 26 and 29 December 1980, multiple UFO encounters occurred within Rendlesham Forest that involved U.S. military personnel (and possibly British personnel too) based at the nearby Royal Air Force stations Bentwaters and Woodbridge. According to numerous USAF personnel, a small, triangular shaped object was seen maneuvering in the forest. Some witnesses also described strange, almost spectral, alien-style entities.[1]

In a 31 July 1994 lecture at Leeds, England, Charles Halt (retired Colonel, USAF, Woodbridge Deputy Base Commander in 1980 and one of those who witnessed the strange object) divulged his recollections of what had occurred fourteen years previously.

During his lecture, Halt astounded the audience by revealing something hitherto unknown: an unscheduled C141 transport aircraft arrived at Woodbridge just hours after the initial encounter and a group of "special individuals" departed from the aircraft, headed straight out of Woodbridge's East Gate and disappeared into the forest.[2]

The C141 is a huge aircraft, able to carry freight, vehicle payloads or, alternatively, up to 200 troops—ample cargo space to secrete a relatively small object of unknown origin (as the Rendlesham vehicle was described).[3]

It may be relevant that during its life as an active military station, RAF Woodbridge was home to a squadron with an intriguing history, as Captain John E. Boyle of the U.S. Air Force reveals:

> In the late 1960s and early 1970s, the 67th Aerospace Rescue and Recovery Squadron stationed at RAF Woodbridge [provided] standby rescue coverage for the American space flights. Of course, they were never needed to provide emergency rescue actions, but at the time, the unit was trained and available to rescue astronauts with their HH-53 and HC-130 aircraft. In early 1988, the 67th ARRS was re-designated as part of the 39th Special Operations Wing, their primary mission changing from that of rescue to supporting U.S. Special Operations forces. Their secondary mission re-

mains that of search and rescue and they would provide any assistance necessary in future space missions."[4]

Although the 67th's rescue and recovery skills were not needed during NASA's space missions, the question has to be asked: were they implicated in the recovery of "something" that originated with somebody else's space program in December 1980?

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[1] *The Bentwaters/Woodbridge UFO Incident: New & Previously Unpublished Pieces Of The Puzzle*, Peter Robbins, *2nd Annual UFO Crash Retrieval Conference Proceedings*, Wood & Wood Enterprises, 2004

[2] Lecture given by Charles Halt, Leeds, England, 31 July 1994

[3] *The Illustrated History Of The United States Air Force*, Michael Roberts, Guild Publishing, 1989

[4] Letter to Nick Redfern from Captain John E. Boyle, United States Air Force, Chief, Public Affairs Office, RAF Bentwaters, Suffolk, England, 30 September 1988

EL YUNQUE RAIN FOREST

PUERTO RICO, 1984

Numerous witnesses reported that on 19 February 1984, an unidentified aerial object crashed deep in the heart of Puerto Rico's mountainous El Yunque rain forest. The object was described by most as being circular in shape, white in color, and flying erratically before crashing into the rain forest.

In the wake of the event, according to researcher Jorge Martin, a "diversionary tactic" was put in place to the effect that the object had been nothing stranger than a meteorite. However, sources on the island interviewed by Martin reported seeing a large presence of military personnel in the area, evidence of NASA operatives on the scene, and even "pieces of metal" retrieved from the forest and loaded into wooden crates by unknown individuals and dispatched to an unspecified location.[1]

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[1] *UFO Crash/Retrievals: Is The Cover Up Lid Lifting?* Leonard Stringfield, published privately, 1989

VICTOR HARBOR

AUSTRALIA, MAY 1986

Calls For Crashed UFO Probe was the headline that appeared in the 1 June 1986 edition of the South Australian *Sunday Mail* newspaper. The headline and accompanying article detailed an event that had occurred one week earlier, on 24 May. Similar headlines appeared in numerous other newspapers, including *The Sun*; *The Advertiser*; and *The Border Watch*, which collectively told a remarkable story.

It was around midday on 24 May 1986 that numerous witnesses saw a "family-car-sized" object crash in Encounter Bay, Victoria Harbor, just off the South Australian coastline. Literally dozens of people from Mount Gambler, Robe, Kingston, Salt Creek and even Western Australia saw the unknown object as it hurtled through the air to its final destination in 120 feet of water in Encounter Bay.

Senior Police Constable G.A. Clemow of Beachport said that he and several other Beachport residents had seen a "large, smoke-colored vapor trail left by the object as it sped past at cloud height." Another witness said, "It looked like a falling star, but in broad daylight."

Neil Sutherland of nearby Thornleigh was able to get a closer look at the object and reported that it was "tubular" with at least one red tail-fin. He said that it "came from the northeast overland and headed downwards over the southeast towards the sea."

He added: "It definitely looked like a big missile to me."

Curiously, the official response from both Police and the Royal Australian Air Force (RAAF) was that neither planned to search for the object, which had apparently sunk in the 40-meter-deep water.

Twenty-four hours later, speculation was circulating in the media that the object was the remains of a spy satellite that had re-entered the earth's atmosphere and at least partially survived its flight before crashing into the appropriately named Encounter Bay.

As the media noted: "According to an Adelaide airport spokesman the trajectory and approach of the falling object suggested it was the re-entry of a satellite on a polar orbit. This is the type of orbit used by low-flying spy and land resources satellites to enable them to cover the whole earth by traversing it from pole to pole."

It was also noted that if the device was a foreign space satellite, it was highly unlikely that anyone would claim custody of it.

As demands for an explanation of the crash circulated and steadily increased, Major Andy Reynolds, a Defense Department spokesperson in Adelaide, stated:

"There will be no official Defense Department investigation. I can state with

certainty this object was not a pilot-less aircraft or 'target drone' as has been suggested. These types of aircraft are used but not in this case in this area."

Major Reynolds added: "There is no attempt at a cover-up and I am willing to take any written accounts of the sighting."

Officially, the RAAF concluded that the object was most probably a meteorite. However, this description did not sit well with many of the witnesses, who openly scoffed at the official version of events.

Off-course missile, pilot-less drone, spy satellite, meteorite or UFO, the secret of whatever it was that crashed in Encounter Bay persists to this day.[1]

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[1] *Sunday Mail*, 1 June 1986; *Sun*, 26 May 1986; *Advertiser*, 26 May 1986; *Border Watch*, 27 May 1986

WESTERN KENTUCKY

MARCH 1987

Briefly described by researcher Leonard Stringfield, this case concerns the discovery on ranch land in Western Kentucky in March 1987 of the skeletal remains of "two humanoid entities" and a "burned-out circle, about 4 ft. in diameter, in an open grassy field." The property was reportedly owned by a retired medical doctor, a friend of Cincinnati radio host Bill Boshears, who arranged for Stringfield to speak directly with the source.

According to the doctor, the bodies had large skulls, cat-like jaws, a "barrel-like" rib cage, and long arms equipped with three fingers. The doctor quickly contacted local law enforcement personnel and was blessed the following day with a visit from the Air Force.

A colonel informed the doctor that he was there to clean up the area and remove the skeletal remains for official examination. The doctor himself was taken to an unnamed military base for interrogation, where he was shown "photos of other alien corpses" and had the "fear of god" put in him by the military.

Although the doctor reportedly expressed interest in Stringfield's research and agreed to stay in touch, Stringfield did not hear from him again.[1]

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[1] *UFO Crash/Retrievals: Is The Cover-Up Lid Lifting?; Status Report V*, Leonard Stringfield, 1989

DALNEGORSK

FORMER SOVIET UNION, 1988

A Central Intelligence Agency document dated 22 November 1989 and declassified under the terms of the Freedom of Information Act includes 4 pages of material prepared by the Foreign Broadcast Information Service Production Group that focused upon "sightings of unidentified flying objects (UFOs) in various parts of the Soviet Union."[1] The report states:

> Setting the tone for this media coverage was an article in the 9 July 1989 SOTSIALISTICHESKAYA INDUSTRIYA, which referred to many recent reports of UFO sightings in the USSR. Interviewed by the paper, P. Prokopenko, director of a laboratory for the study of "anomalous phenomena," stated that a "permanent center" for the study of UFOs is being established in the Soviet Union. In addition to conducting research and presenting lectures on UFOs, the center will support the investigation of reported sightings.

The document then elaborates on an alleged UFO crash incident that had reportedly occurred at some point within the previous 18 months:

> In referring to an issue of the paper published in July 1988 that included a report on an "amazing event that took place on Hill 611 near the village of Dalnegorsk in Primorskiy Kray," the article noted that the event is still under investigation. Many observers saw a flying sphere crash into one of the hill's twin peaks, and physicists and other scientists from the Siberian Division of the USSR Academy of Sciences are still studying the "fine mesh," "small spherical objects," and "pieces of glass" that are considered to be small remnants left behind by the sphere. According to the article, the alleged spacecraft was nearly obliterated in the crash, but there appears to be enough material at the site for the scientists—a mixture of UFO "enthusiasts" and skeptics—to eventually "penetrate this mystery."

The CIA report continues:

> In studying the site, scientist A. Makayev reported finding gold, silver, nickel, alpha-titanium, molybdenum, and compounds of beryllium. One of the "skeptical" physicists from Tomsk has hypothesized that the so-called sphere

> could have been some kind of a "plasmoid," formed by the "interaction of geophysical force fields," which captured the elements found by Makeyev from the atmosphere on its trajectory toward disintegration on the hilltop. Other researchers have generally rejected this explanation since the amounts of various types of metals found at the site would imply, according to this "plasmoid" theory, that "the concentration of metals in the atmosphere should exceed the present level by a factor of 4,000."
>
> Some of the scientists have concluded that the object that crashed into Hill 611 was an "extraterrestrial" space vehicle constructed by highly intelligent beings. Doctor of Chemical Sciences V. Vysotskiy stated that "without doubt, this is evidence of a high technology, and it is not anything of a natural or terrestrial origin." He cited the fact that the remnants of fine mesh included bits of thin threads with a diameter of only 17 microns and that these threads, in turn, were composed of even thinner strands twisted into braids. Extremely thin gold wires were discovered intertwined in the finest threads—evidence of an intricate technology beyond the present capabilities of terrestrial science, according to Vysotskiy.

Not everyone was in agreement with Vysotskiy, however, as the document notes:

> Physicist Yuriy Platov of the Terrestrial Magnetism Institute does not believe the claims of scientists who maintain they have found remnants in Dalnegorsk of a UFO constructed by extraterrestrials, and he is convinced that the materials found at the site are really only the remnants of the unsuccessful launch of a Soviet rocket in that region. He believes that many of the other reports of UFOs can be explained by the inability of the observers to recognize the phenomenon known as "ball lightning."

According to the CIA, another Russian scientist also commented on the alleged crash of a UFO at Dalnegorsk—and on the reported UFO crash at Roswell, New Mexico in July 1947:

> The [19-25 October 1989 issue of POISK magazine] article contrasted Platov's view with that of another physical scientist, Vladimir Azhazha, who was recently elected chairman of the All-Union Commission for the Study of Unidentified Flying Objects of the Union of Scientific and Engineering Societies. Azhazha compared reports of a UFO crash in the USSR with a claim by UFO enthusiasts in the United States that a UFO had crashed in the desert near Roswell, New Mexico, in 1947. He believes there is sufficient evidence to support the claims of UFO crashed in both cases—in Dalnegorsk and in Roswell. In the latter case, he cited the testimony of eyewitnesses who

maintained that they had seen the bodies of four extraterrestrials lying near the smashed spacecraft. According to Platov, however, the eyewitnesses in the Roswell case were mistaken. He believes that the object that crashed was a USAF experimental rocket with four Rhesus monkeys aboard and that the accident was the result of an unsuccessful launch attempt at the dawn of the space era.

The document reveals nothing more on the Dalnegorsk incident nor the Roswell controversy.

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[1] Foreign Broadcast Information Service Production Group, 22 November 1989; declassified by the Central Intelligence Agency, August 1991

CHEADLE

STAFFORDSHIRE, ENGLAND, JULY 1991

According to researcher and author Jenny Randles, in July 1991, source "M.L." of Cheadle, Staffordshire, England, was visiting friends in the area of Churnet Valley, east of Stoke-on-Trent when, at 10:00 p.m., he saw an unusual object fall from the sky in the Ipstones area. The object was described to Randles as being metallic in appearance, rather like aluminum, and was "ten feet long, cigar-shaped and very bright." The witness wasted no time in contacting the local police.

Come daybreak, the police began a search of the vicinity, concentrating their efforts on an area of woodland where the object was seen to descend. It was evident that the matter was being treated seriously when a police helicopter was drafted to lend assistance.

Randles revealed that no object was ever found, but the police did locate something of interest—an area of newly broken branches that gave the impression that something had crashed through the trees from above.[1]

[1] *Northern UFO News*, No. 152

SOUTHAVEN PARK

LONG ISLAND, USA, NOVEMBER 1992

According to John Ford of the Long Island UFO Network, a number of motorists traveling on Long Island's Sunrise Highway on the night of 24 November 1992 contacted him to report what they thought was a plane going down into Southaven Park around 7:00 p.m. that night.

"Eyewitness accounts have confirmed that a fire was reported immediately after," Ford told the South Shore Press. "In addition, the roads around the park were blocked to travel by county and park police. The next day, and for a few days after, the park was closed to the public."[1]

One local resident who lived near the park said that for five to six days after the incident, his house experienced numerous power surges. In addition, he said, "For the next few days there were a lot of military helicopters going over the park; and I couldn't get in."

Records do show that Southaven Park was closed between 25 and 28 November 1992. According to park officials, however, the park was closed to the general public that week because it was reserved for duck hunting.

A week later, Ford's group finally gained access to the park. "We found an area that was burned out and some trees were bent over," Ford said. "A section looked like it had been plowed over by machinery... We were getting a higher than normal radiation reading in the area, higher than regular background radiation."

Ford later received what he had been waiting and hoping for: a purported video of the crash.

A copy of the tape was subsequently provided to South Shore Press. According to them, it "shows people examining a bright reddish, metallic-type object about four-square feet that appears to be emitting a white, cloudy gas, and a hissing sound can be heard—a sight and sound that resembles dry ice that has been exposed to warmer temperatures. The next shot shows what appears to be a person trying to lift up a body near a tree, but the poor quality of the film makes positive identification impossible."

Ford's conclusions about the Southaven incident were unequivocal: "We believe that an extraterrestrial craft, with aliens, crashed that night in the park, and we are out to prove it."

To this day, however, the controversy surrounding the events at Southaven Park continues.

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[1] *South Shore Press*, Vol. X, No. 7

BOSCOMBE DOWN

ENGLAND, SEPTEMBER 1994

At approximately 11:00 p.m. on 26 September 1994, all hell metaphorically broke loose when an unusual vehicle crash-landed on the runway at the British Government's highly sensitive Boscombe Down facility. As rumors began to circulate among the UFO research community and the media, numerous theories were put forth attempting to explain the case: that the object was a UFO, that it was some form of next-generation Stealth aircraft; or that it was one of the so-called "Flying Triangles" that have been reported throughout the planet for the last several decades.

Unusual things had been afoot in the immediate vicinity of Boscombe Down in the build-up to the crash of 26 September. Only weeks before, the *Salisbury Times* newspaper reported the following concerning an incident practically on the doorstep of Boscombe Down:

> A green flying saucer hovered beside the A303 road at Deptford last week—according to a lorry driver who rushed to Salisbury Police Station in the early hours of the morning. The man banged on the station door in Wilton Road at 1.30 a.m. on Thursday after spotting the saucer suspended in mid-air. 'He was 100 per cent convinced it was a UFO,' said Inspector Andy Shearing.
>
> The man said it was bright green and shaped like a triangle with rounded edges. Other drivers had seen it and were flashing their car lights at him. A patrol car took the lorry driver back to the spot but there was no trace of the flying saucer. Inspector Shearing said police had been alerted about similar sightings in the same area in the past.[1]

Then there was the crash itself. The first real indications that something extraordinary had occurred came from two highly respected sources: *Air Forces Monthly* magazine and the British *Sunday Telegraph* newspaper.

Based upon the available evidence, the following picture can be constructed: at 11:00 p.m. on 26 September 1994, a small twin-tailed aircraft crash-landed on the runway at Boscombe Down, whereupon an emergency containment operation was put into place. As luck would have it, at around the time of the crash a number of aviation enthusiasts in the area had been listening in on "air-band" radios and were aware that something unusual had occurred.

The following day, several of those same enthusiasts drove to Boscombe Down, whereupon they were quickly apprehended by local police, who had set up roadblocks to keep away prying eyes. Before being ushered away, however, a number

of people succeeded in catching a brief glimpse of the disabled craft, which was situated at the end of the runway. Aside from its twin tail fins, it was completely covered with tarpaulins.

Air Forces Monthly commented:

> Shortly after the crash an unmarked, civilian registered (CIA operated?) Boeing 737 and a similarly anonymous DC-8 visited and two days later the wreck was loaded onto a C-5 Galaxy and flown to Air Force Plant 42 at Palmdale, California. The secrecy surrounding the incident has led to speculation that the aircraft involved was a TR-3A, the existence of which the U.S. Government has yet to officially acknowledge.[2]

Since the TR-3A was rumored to be a roughly triangular-shaped craft, there was a strong possibility that it was also a TR-3A that was seen only weeks previously in the early hours of the morning near the A303 road, which runs close to Boscombe Down. However, things were not quite that black and white.

George Wingfield, who was educated at Eton College and had worked for the Royal Greenwich Observatory and at IBM UK Ltd., had the following to say on the case:

> If what the lorry driver saw in August was a *Black Manta* [the nickname supposedly given to the TR-3A], it must have vertical hovering capability similar to the Harrier and also be able to operate silently. Despite much speculation, no one has ever suggested such capabilities for the TR-3A, and at present we can only regard what was seen at Deptford as an "unidentified flying object."[3]

Meanwhile, the Ministry of Defense was actively denying that anything unusual had occurred at Boscombe Down. In a letter to *3rd Stone Magazine*, MoD spokesperson Kerry Philpott wrote:

> In response to your inquiry I am not aware of an aircraft crash on Salisbury Plain on the evening of 26th September [1994]. However, I am aware of a press report alleging a crash at Boscombe Down airfield on the same evening. Staff at Boscombe Down have confirmed that there was no crash on the 26 September and the only flying which took place out of Boscombe Down that evening was the launch of two Royal Navy Sea King helicopters in support of an exercise.[4]

But this did not square with data uncovered subsequent to the crash by *Air Forces Monthly*:

> The Boscombe Down incident aircraft is designated ASTRA [which is] an acronym for Advanced Stealth Technology Reconnaissance Aircraft. No doubt most controversial of all, the ASTRA is believed to be the Mach 5+ hypersonic SR-71 replacement most commonly referred to until now as Aurora."[5]

There seems no doubt that *Air Forces Monthly* magazine was on the right track. However, there were still outstanding questions: What was the strange object seen hovering near Boscombe Down only weeks previously? What was it that prompted Police Inspector Andy Shearing to comment that: "police had been alerted about similar sightings in the area in the past?"

The conclusion would seem to be that even if the object that crashed on Boscombe Down's runway on the night of 26 September 1994 was the ASTRA/Aurora, there were potentially even stranger aerial vehicles being employed in the vicinity of the base—and possibly still are.

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[1] *Salisbury Times* newspaper, 23 August 1994
[2] *Air Forces Monthly*, November 1994
[3] *The Cerealogist*, No. 13, Winter 1994/5
[4] *The New Ufologist*, No. 3, 1995
[5] *Air Forces Monthly*, June 1997

HEPTON HILL

COTSWOLDS, ENGLAND, OCTOBER 1994

According to residents of Church Lench and Norton, just north of the Cotswolds, England, on 31 October 1994 a "barrel-like object" was seen to descend at speed into a field at nearby Hepton Hill. The military quickly sealed off the area and issued stern warnings to dissuade those who might try to uncover the truth surrounding the event.

With great speed, the unidentified object was loaded aboard a Royal Navy truck, which departed for destinations unknown. Questions were put to the Royal Air Force and the Fleet Air Arm. Both issued strong denials of involvement in either the crash or recovery of the unknown object at Hepton Hill.

One witness who was able to confirm the reality of the crash, however, was Paul Brooke of Norton, who likened the object to a "forty-gallon drum."

"There were several fire engines and lots of police here," Brooke said. "The area was cordoned off and people were stopped from entering the field. Then at about eight that night [the object] was taken away by a Royal Navy vehicle with a police escort at the front and back."[1]

Perhaps the most carefully phrased statement came from Inspector Mike Rowlands of the Eversham Police: "I can't categorically say that it did not happen, but my investigations have revealed that it was a bale of straw that was on fire and which was put out by the fire brigade. The reports of something falling from the sky may either be hoaxes or somebody may have seen something and come to the wrong conclusion."

To which Paul Brooke countered: "Do they think we are mad around here?"[2]

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[1] *Worcester Evening News* newspaper, 2 November 1994

[2] *Eversham Journal* newspaper, 3 November 1994

VARGINHA

BRAZIL, JANUARY 1996

From the research team of A.J. Gevaerd and Dr. Roger Leir comes the following, based upon their in-depth research into a spectacular series of alleged alien body recoveries in the Varginha area of Brazil:

On 20 January 1996, around 8:30 a.m., the Varginha military police headquarters began to receive telephone calls from the district of Jardim Andere of Brazil, with reports that something strange was being seen in the neighborhood. Apparently some children had reported seeing a strange creature that looked half man and half animal and that was making a sound like "a sharp anguished cry." The entity moved only when someone threw a pebble at it. The local police command then informed the ESA (Escola de Sargentos das Forças Armadas—School of Sergeants of the Armed Forces) in the neighboring town of Três Corações that something suspicious was being sighted and reported from Jardim Andere. The ESA sent off a military truck with two soldiers and a sergeant to the scene in Varginha. About 9 p.m., the 13th Company of Special Fire Brigade was ordered to send a garrison to the place under command of Major Maciel, Sergeant Palhares, Corporal Rubens, and privates Nivaldo and Santos.

Curious civilians were gathering around but were strictly told to evacuate the area. An hour later, a creature was spotted. It was captured with a net for catching animals. It offered little resistance and was placed within a wooden box, then loaded on the ESA truck. As it was put onto the truck, according to the Fire Brigade militaries, the alien let off a faint humming sound. The military truck headed at full speed for the city of Três Corações. Just prior to the capture, shots were heard by witnesses who later saw troops carrying bags with something moving inside.

Later that day, around 3 p.m., the young women who would turn out to be the main witnesses in the case, Liliane de Fátima Silva, 16, her sister, Valquíria Aparecida Silva, 14, and their friend, Kátia Xavier, 21, were walking along a pathway on their way home in the district of Jardim Andere, when they were startled by what appeared to be an odd-looking creature that seemed to be in great pain. The creature was crouched and leaning against the wall of a car repair shop. It had large, bulging, lidless red eyes with no irises, and they seemed to be fixed on the witnesses. Its head was disproportionably large with bumps on top and large veins on its base extending from the shoulders up the neck. Its skin seemed to be covered with a thick, shiny, wet and oily substance. Scared as they were, the three witnesses ran off. Later, as they were interviewed by researches, the girls would say that the strange bumps on the creature's head resembled horns.

Still on 20 January, between 6:15 and 7:30 p.m., two officers from the Intelligence Service, Marco Eli Chereze and Eric Lopes, probably had the most unusual experience of their military lives, one that would end up being fatal to one of them. By then, the three girls' story was spreading quickly. Ordered to patrol the Jardim Andere area after a most unusual rain that had fallen over the city, Chereze and Lopes saw something move out of the shadows in a nearby construction site and cross the path in front of their car. The officer driving the vehicle braked immediately. Both men got out.

Chereze saw it first. The apparent "animal" looked either hurt or feeble as it went into the pasture nearby. As both policemen approached the creature, they realized it was certainly not an animal. It was a person—a very different, weird, and apparently deformed person. It was naked and probably dying. In spite of the somewhat repugnant looks of the creature, they put it in their car and drove at once to a first-aid station. There, the attendant was appalled at the sight of the thing and refused to let it in, recommending that it be taken to a hospital or a zoo and concluding: "I don't want to be in trouble here!"

The two officers took the creature to the Hospital Regional de Minas in downtown Varginha, where vain attempts were made to keep it from dying. The hospital suddenly got crowded with police and military personnel. In an attempt to help the dying alien breathe easier, someone set it up with oxygen breathing apparatus, which was probably the cause of its accelerated death. The body was then transferred to Hospital Humanitas.

Dr. Fernando Eugênio Prado, responsible for the E.R. patients in the Hospital Regional that day, was barred from getting in by a stranger wearing medical gloves and apron. But he saw the inert body afterwards. He would declare during a medical congress towards the end of 1996 that he could not be sure whether it was a dead extraterrestrial, but it was certainly the strangest thing he had ever seen. Unfortunately, though, when he was interviewed by two UFO researchers investigating the case, Dr. Prado denied the truth of his statement, explaining that he'd said that only to put a stop to the mockery by some of his colleagues who were teasing him about the "Varginha ET", because he lived in the town of Varginha and wanted everyone to stop mocking his town.

On 22 January, a military convoy headed for the School of Sergeants of the Armed Forces in the city of Três Corações carrying an awkward cargo, all sealed in heavy boxes. The next day, military vehicles rushed to Campinas, in the State of São Paulo, going straight to Unicamp, the State University in the city of Campinas, carrying two boxes. In one box was the body taken away from Hospital Humanitas, Varginha. The other box contained something living—perhaps the creature captured earlier on the 20th by the Fire Corps.

One of the creatures was taken to an underground laboratory in the premises of the state university. The box, with two holes on each side, was carried by two Army men. In the days that followed, a whole staff of scientists and physicians began to virtually live in those quarters of Unicamp, among them Dr. Fortunato

Badan Palhares. Food was brought in at most irregular hours, including vegetables, fruit, milk, mixed soup and yogurt. There was no contact between the employees who carried the food around and the working doctors. The food would be passed quickly through a door, which was just as quickly closed. Eventually, serum was requested.

On the 26th, American militaries, as well as some NASA officials, arrived at Unicamp. The official purpose of the visit was to discuss the possible participation of Brazilian scientists in future space missions.

One of the most serious and regrettable incidents in the whole sequence of events was the death of Corporal Marco Eli Chereze, one of the officers from the Intelligence Service of the Military Police who took part in the capture of the second creature on the night of 20 January 1996. Witnesses say that the officer might have died of general infection after having touched the alien, which was specified in the necropsy report. However, his death certificate presents no defined cause for his death. A witness said that, at the moment of its capture, the creature made a slight movement that led the officer to touch its left arm without his gloves.

On the 23rd, Chereze's father asked his son what was "all the nonsense" people had been talking about the rumors of the military having captured a little monster or strange being. With a serious countenance, Marco Eli Chereze replied that "it was no nonsense," adding that a lot was yet to be said about the affair. On the 26th, as his family watched the evening news talking about the Varginha ET, Marco said sternly, "Do not watch that sort of thing. It's no good."

On February 6, a small tumor similar to a boil appeared in Chereze's armpit. The officer complained of severe pains in his back and was taken to the hospital. He underwent a minor surgery to have the tumor removed and was sent back home. On February 10, Chereze complained of pains in his back and high fever and was sent to Hospital Bom Pastor, where he was seen by a cardiologist named Dr. René. The doctor and his staff were unable to produce a precise diagnosis of his illness. He was transferred to Hospital Regional do Sul de Minas, where he died on February 16 of acute respiratory deficiency, septicemia and bacterial pneumonia.

Examinations prior to his death included urine tests, X-rays of his back, spine, and sacrum, and an orthopedic evaluation performed by Dr. Rogério Lemos. A disc hernia was possible. Blood tests showed a blood count with leucocytosis, left deviation, and toxic granulations of the neutrophils.

"These are signals of a significant infection, with high capacity to cause toxemia—not to my surprise, there were toxic granulations," Dr. Lemos said. Two antibiotics were prescribed, penicillin and gentamicin, since doctors thought that it might be a case of pneumonia, due to the location of the pain, or a urinary infection. HIV tests were also undertaken "since it was realized that he had an immunodeficiency." A simple urinary infection or pneumonia, or both, "would not lead a person to a septicemia condition, taking two antibiotics. This is almost impossible and it only occurs in cases of immunodeficiency." Despite the antibiotics,

the infection was getting worse. Six hours later, Chereze died.

His body was taken for autopsy, which revealed a urinary tract infection caused by enterobacteria, confirmed by examinations at Hospital Bom Pastor. There was also a lung infection—a small pneumonia. The doctor explained that it could not have been a case of congenital immunodeficiency; otherwise Chereze could not have lived to age 23 in good health. "For this reason, the immunodeficiency was surely acquired. How he acquired it, no one knows. I say the cause of death was not found because it wasn't pneumonia, nor the urinary infection, nor the abscess that killed him. We still don't know the cause."

The blood count issued by the laboratory of clinical analysis of Hospital Bom Pastor revealed the following information: "Presence of cytoplasm vacuoles. Presence of fine toxic granulations in 8% of neutrophils. Little poikilocytosis." Interpreting these data, cardiologist Cesário Furtado stated that "the fine toxic granulations appear in the neutrophils of a person when he is being attacked by highly virulent bacteria. That forms a mass of combat—let's call it that—that could reach 50% to 60%. The report shows 8% because it was the first blood test. It already shows an infection, which made us prescribe the two antibiotics."

Their presence indicated serious infection. "But what led to death is yet unclear. An immunodeficiency, for sure... [But] I assure you that no abscess can cause an immunodeficiency. An abscess may even cause septicemia, but it can't kill a person. Besides, any antibiotics can cure it. That was not the case. It was not the bacteria penetrating the arm that caused the infection."

According to Dr. Furtado, Marco Eli Chereze had a "strange death, without a rational explanation. In the course of my professional life, I have seen two individuals aged about 25 die of an infection, but we knew that both had immune deficiency. Both of them, if I recall, had had removal of the spleen following an accident. After a certain delay, that causes immunodeficiency. In that situation, the person may decease rapidly if he finds himself in the condition of a septicemia. But, once again, this was not the case [with Chereze]."

Not long after the strange encounters reported by Liliane, Valquíria, Kátia, and other civilian and military witnesses, other mysterious incidents were reported in Varginha that may or may not be related to the "ET" from Varginha, as the creature—or creatures—came to be known, but which certainly bring to mind the affairs involving the capture of both beings on January 20.

On April 21, 1996, around 9 p.m., Ms. Terezinha Galo Clepf, age 65, was at a birthday party at a hall used for celebrations in a wooded area near Varginha's zoo. She went out to smoke and suddenly glimpsed among the bushes something that nearly scared her out of her wits. It was a creature standing on a guardrail (or leaning against it). She described it as "very ugly," apparently wearing a helmet on its large head, and it had bright red eyes. Terezinha was frightened, went back inside and told her husband she wanted to go home. Prior to that, during the first week of April, several animals in the zoo had turned up dead for no apparent reason. Their entrails were sent to Belo Horizonte, the State's capital, for a thor-

ough analysis, but the cause of death was not determined. Dr. Elaine Maria Santos Gomes, veterinarian in Belo Horizonte, stated that the findings suggested the presence of a caustic toxin. Some of the animals had had a diffuse hemorrhage.

"Nearly a month later, on May 19 at 7 p.m., Hildo Gardingo, 20, was driving to Varginha and suddenly saw illumined by the headlights of his car a creature in the middle of the road that was just over five feet tall and was trying to run across the road from a farm. Gardingo described a creature almost identical to the one sighted by Liliane, Valquíria and Kátia on January 20, except he thought he saw hairs covering its body. As the beam from the car lights focused on the "animal," it covered its eyes with its hand and ran back into the bushes by the side of the road. The young man was scared and drove away as fast as he could.

On April 28, a disturbing episode occurred involving two of the three girl witnesses, bringing to mind the idea of an inevitable cover-up around the Varginha sightings. On that date, Luzia Helena Silva and her daughters, Liliane and Valquíria, were visited by four men who refused to identify themselves and who were not wearing military uniforms. The men were ready to pay a huge amount of money to make the women go public and deny their story. If the girls had accepted, they would have had interviews on a TV channel and said what the strange visitors had coached them to say. But they refused to comply.

Whether or not the military was involved in the attempted bribes is a matter of speculation. It is a fact, however, that the head department of the School of Sergeants of the Armed Forces, under the direction of General Sérgio Pedro Coelho Lima—aiming to cover up evidence presented by UFO investigators—started on 10 May 1996 an internal investigation to find out who among its members were in any way linked to the events revealed about the case.

General Lima also called a press conference, promising everything would be explained. It was a tense and eagerly expected moment, for it could be the second time the Brazilian authorities would go public about the UFO phenomenon. The first time was in 1986, when the Minister for Aeronautics had confirmed in a press conference that fighter planes had actually chased several unidentified flying objects over Brazilian territory. But when General Coelho Lima spoke up, he vehemently denied that his men and equipment had had any involvement whatsoever with any so-called UFO sighting or retrieval or with the capture of possible alien beings. He concluded: "We will be at your disposal here in the School to discuss anything that involves our end-activity. We will always be open to your inquiries." But when a TV reporter approached him later, the general refused to give an interview, saying: "Whatever I had to declare, I have just done it in my official note."

The reporter pressed on: "The goal is to prove facts, isn't it?" The general replied, "I don't have to prove anything. Whatever I had to say, I've already said." Then he left the room.

Some time after, a serious contradiction came to the surface. Major Calza, who together with General Lima took part in the release of the official version, ap-

peared on a BBC video saying, "That day there was a malformed and mentally disabled dwarf who was injured by a hailstorm and wandered by Varginha scaring residents, together with his wife, another dwarf, who, besides that, was pregnant and just about going into labor." However, during the course of the interview, Major Calza slipped by saying, "That was when we [the Army] caught that creature."

A further attempt at forcing the main witnesses to withdraw their story was made in early 1997. On January 18, when Luzia Helena Silva was leaving her job as a housekeeper around 2:00 a.m., she was approached by two of the same men who had showed up in her house before, offering her money. The men wanted to convince her at any cost to say that everything was simply a joke. They did not threaten her, but were very insistent. "They tried to silence me," says Luzia. But she still wouldn't give in to them. Later on, seeing that it was useless to waste time on her, the same men approached Luzia Helena's employer and tried to persuade her to convince Luzia to agree with them and deny the whole alien story. The woman, who was employed at Varginha's Forum and has a Bachelor's degree in law, wished to remain anonymous and does not want her name known amongst the UFO research community.

Many UFO investigators and others involved in the case were threatened with mysterious phone calls made by unidentified people who had the clear intention of scaring or discouraging the researchers.

Early in 2003, American UFO researcher and podiatrist Roger Leir was in Varginha to gather information about the case. At that time, he talked to another physician who refused to reveal his name but said he had assisted in the capture of the creature at Hospital Regional. According to the Brazilian doctor, the body had various kinds of injuries, but he was sure that the creature was alive at the moment it entered the hospital.

He stated that when trying to examine the injuries of the creature, he suddenly felt "as if my hands were automatically driven," and also that "it was as if the lights in the room had suddenly changed, becoming yellowish." It also appeared to him that "perception increased somehow." However, he could not fully understand the physiology of the body he was examining, although it was anthropomorphic—with a head, trunk, and limbs.

The doctor did not hear any sound that might possibly have been made by the creature, nor did he mention the existence of the much-discussed "thin and bifurcated tongue" reported by other medical and military witnesses. But he confirmed seeing the being's slow movements when showing signs of life. He refused to say that the creature seemed to breathe.

Researchers have dug out a somewhat controversial report of a possible UFO crash not far from Varginha that would have occurred shortly prior to the sighting and capture of the strange creatures. The first reference to the crash dates to January 13, 1996. NORAD (North American Aerospace Defense Command) alerted Brazilian authorities about an unidentified artifact flying over the south-

ern region of the State of Minas Gerais. It appeared to be about to crash.

Glider pilot Carlos de Souza was driving on route BR-381 (connecting São Paulo to the city of Belo Horizonte, Minas Gerais) when he saw an elongated, cigar-shaped flying object move about the sky at an unsteady altitude, leaving behind an apparent trail of smoke or fog. The object disappeared suddenly and Souza assumed it had crashed. He pulled over next to a farm where the UFO had probably crashed, and he found pieces of metal-like debris that was light to the touch and that returned to its original shape after being crumpled in the witness's hand, similar to what was reported in the 1947 Roswell incident. The place reeked of ammonia. Subsequently, a police corporal approached Souza, accompanied by other militaries, and severely admonished him, demanding that he leave the place immediately and refrain from talking about the incident. Souza's testimony, though open to question, would help to explain the promptness with which ESA's officers appeared on the spot to capture the alien creature in the district of Jardim Andere a few days later (January 20). Perhaps they were informed about, even in pursuit of, something unusual since the 13th, or even before that.

Also on January 13, Walter Xavier da Silva, mayor of Monsenhor Paulo (a town about 24 miles from Varginha) and his wife were driving to their farm in the neighborhood when they saw in the sky a large elongated object—"shaped like a train car," he would say later—with four lights around it. Static at first, the UFO suddenly began to move, making a loud roaring noise like a powerful internal combustion engine, until it disappeared behind some hills. The sighting was immediately followed by a glare that illuminated the ground. Mayor Silva felt sick and had conjunctivitis for several days.[1]

Essentially, that is where the case stands to this day. Gevaerd and Leir continue their investigations.

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[1] *The Essential Varginha Incident*, A.J. Gevaerd & Dr. Roger Leir, 2005

EASTERN SOMALILAND

JANUARY 1996

A strange and disturbing incident occurred in Somaliland in January 1996. The facts, brief stated, can be found in a 3-page document titled *Somaliland President Egal Speaks On Mysterious Bomb Blast* that was declassified by the Central Intelligence Agency in 1999 and concerns a series of "mysterious explosions" that had occurred in the region. [NOTE: Somaliland is the autonomous northwestern part of Somalia.]

The report—which was forwarded to the U.S. State Department, Defense Intelligence Agency, and Wright-Patterson Air Force Base in Dayton, Ohio, among other agencies and departments— stated that some sources had attributed the explosions to unidentified flying objects.

The available documentation also revealed that the physical and mental health of both animals and people in the region had been adversely affected by whatever it was that had exploded in Somaliland. Symptoms included dementia, skin rashes, boils on the skin, aching stomachs and skin shedding.

According to the CIA, the mysterious object that crashed or exploded in the area had been moving at supersonic speed; but due to the size and remoteness of the area, a search to locate and recover debris had proved unsuccessful.[1]

The reference to people having suffered adverse physical reactions to the presence of the unidentified object is not unlike the references contained within the *Majestic 12 1st Annual Report* that describes individuals having fatal reactions to what was reported as a particularly lethal form of alien virus present at a UFO crash site in New Mexico in 1947.[2]

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[1] Central Intelligence Agency Intelligence Report: *Somaliland President Egal Speaks On Mysterious Bomb Blast*, January 1996

[2] *The Majestic Documents*, Edited by Dr. Robert M. Wood & Ryan S. Wood, Wood & Wood Enterprises, 1998

ISLE OF LEWIS

SCOTLAND, OCTOBER 1996

Starting at approximately 4:00 p.m. on 26 October 1996, the Isle of Lewis, Scotland, was plunged into the crashed UFO controversy.

"At first, I thought it was a firework," said Norman Macdonald, a joinery contractor at the Port of Ness. He added: "Then I saw three flashes and heard two further bangs. I rushed into a local shop and took the staff and customers outside. They also saw the dense smoke spiral. That was about 4:10 p.m."[1]

Over the following few hours, both the Royal Air Force and the local police received numerous telephone calls from anxious Lewis residents, all of whom had either witnessed an aerial explosion or had seen peculiar flashes of light followed by debris plunging into the sea. The response of officialdom was immediate.

In a search that cost the equivalent of nearly $400,000 and that covered an area of 300 square miles, an armada of ships and numerous aircraft were hastily dispatched to the scene. A Royal Air Force Nimrod aircraft packed with sophisticated detection equipment scoured the vicinity for no less than ten hours on two sorties; the Coast Guard helicopter from Stornoway flew two four-and-a-half-hour operations; a Royal Air Force helicopter from Lossiemouth conducted an intensive search; and a flotilla of ships and boats, including the Stornoway-based tug the *Portosalvo*, numerous lifeboats from Lochinver, and a variety of fishing boats also lent assistance to the military.

In addition, both the Coast Guard and the police mounted shore patrols in Ness, on the Butt of Lewis. Officially, nothing was found. However, officialdom was not discounting the more exotic theories that had been postulated. "We have not ruled out space debris," said Simon Riley, District Staff Officer for Stornoway Coast Guard.

Riley elaborated: "Part of the problem has been to get a fix on where this accident happened. All the people involved in the search have worked very hard, some around the clock, and extensive inquiries have been made, but nothing has been found to give a positive explanation. It is very puzzling."

The Northern Police Constabulary was equally baffled. "Officers were busily involved in the investigation," a spokesperson commented. "But it's a real mystery. It's very, very odd."[2]

Matters took an even stranger turn only days later when the press revealed that inquiries concerning the nature of the crash had been made to British authorities by the Sandia National Laboratories, New Mexico, USA.

Sandia's interest ran deep—staff at the facility even contacted the Armagh Observatory in Northern Ireland for assistance—and chiefly centered upon ascertaining the time at which the incident had occurred.

Nick Pope, who investigated UFO reports at an official level for the British Ministry of Defense between 1991 and 1994, stated: "The [Sandia] facility operates spy satellites, and their line of inquiry strongly suggested that they were trying to search back through spy satellite imagery to see whether the UFO had been captured on film."

Sandia's alleged links to the crashed UFO controversy have surfaced on previous occasions, most noticeably in the so-called *Majestic 12 Eisenhower Briefing Document*, an extract from which states: "On 6 December, 1950, a second object... impacted the earth at high speed in the El Indio-Guerrero area of the Texas-Mexican border after following a long trajectory through the atmosphere. By the time a search team arrived, what remained of the object had been almost totally incinerated. Such material as could be recovered was transported to the A.E.C. [Atomic Energy Commission] facility at Sandia, New Mexico, for study."[3]

Commenting on the crash report and the subsequent military maneuvers, which involved no fewer than thirty-two warships, seven submarines and eighty aircraft, Nick Pope stated at the time: "Rumors began to circulate that the whole incident might center on the crash and recovery of a top-secret prototype aircraft or unmanned aerial vehicle such as the rumored Aurora or HALO."[4]

The event was never fully resolved. The final official word went to the Ministry of Defense, who informed journalist Jonathan Dillon: "As you are aware, following reports to the authorities of an alleged explosion in the air, an extensive search of the area was carried out by the RAF and the Coastguard. This search was later called off after it became clear that no aircraft had been reported overdue."

That is where the matter rests today.

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[1] *The Scotsman* newspaper, 4 November 1996

[2] Ibid

[3] *The Majestic Documents*, Edited by Dr. Robert M. Wood & Ryan S. Wood, Wood & Wood Enterprises, 1998

[4] *Sightings*, Vol. 1, Nos. 7 & 8, 1996 and Vol. 1, No. 9, 1997

THE SEARCH FOR EXTRATERRESTRIAL INTELLIGENCE: UFOs & NATIONAL SECURITY

In September 1959, *Nature* magazine published a startling and now-historic paper titled *Searching for Interstellar Communications*. Written by two physics professors from Cornell University, Phillip Morrison and Giuseppe Cocconi, the paper explored the possibility of using microwaves to search the universe for evidence of extraterrestrial life.

Eight months later, shortly after receiving his Ph.D. from Harvard, Frank Drake ran an experiment to test the Morrison-Cocconi proposal at the Green Bank National Radio Astronomy Observatory, West Virginia, using an 85-foot-diameter radio telescope. Dubbed *Project Ozma*, this was the first scientifically-endorsed effort to scan the stars—specifically two stars, Tau Ceti and Epsilon Eridani—for signs of non-human intelligence. The experiment began at 4:00 a.m. on 8 April 1960 and lasted for 150 hours. Nothing that could be construed as a message from extraterrestrials was discovered.

In October 1961, the first conference on the Search for Extraterrestrial Intelligence (SETI) was held at the National Radio Astronomy Observatory in Green Bank. Here Drake introduced his famous Drake Equation, a still-controversial method for attempting to calculate the number of intelligent civilizations that may exist in the Milky Way. It was, said Drake, "a simple equation that collects together all the relevant factors that govern how much intelligent companionship might be spread throughout the starfields of our galaxy."

Drake would later become director of the famous Arecibo Radio Telescope in Puerto Rico; and later still, president of the SETI Institute at Mountain View, California.

Since 1961, a number of SETI-based initiatives were launched to try and answer the enduring question of whether or not life exists elsewhere in the known universe. In 1971, for example, a NASA study group (Project Cyclops) was convened to discuss and design a complex array of one thousand radio telescopes that would have the capability to detect faint radio signals emanating from a distance of up to 1000 light-years. At the time, the project was deemed too costly; however, in 1972, NASA published a paper, *Project Cyclops: A Design Study of a System for Detecting Extraterrestrial Life*, which was widely circulated in the scientific community. One year later, Ohio State University initiated an ambitious SETI effort at the Big Ear Observatory in Delaware, Ohio; and not long after, the Arecibo Radio Telescope received a major upgrade.

In August 1977, an unusual "narrowband" signal was detected at the Ohio State Big Ear telescope that evidently originated from the region of the constellation Sagittarius. Dubbed the "Wow!" signal, even today, a quarter-century later, it continues to provoke controversy.

On the evening of 15 August, Franklin astronomy professor Jerry Ehman was analyzing computer printouts received at the Ohio complex and was amazed to find a signal that seemed to indicate intelligence. It was operating on a frequency not used by terrestrial or satellite transmitters and was thirty times stronger than the background noise.

But the initial excitement turned to frustration. Aerospace writer Bill Rose explains:

> Unfortunately the signal had been very brief and when researchers tried to relocate it, there was nothing there. In 1991, fresh attempts were made to find this intriguing signal using the resources of Oak Ridge Radio Observatory in Massachusetts, but yet again the endeavor proved fruitless. Several theories have been put forward to explain the "Wow!" signal; some scientists believe it originated from a secret military space platform placed in solar orbit, while others have suggested it was caused by a chance reflection off space debris.

Rose does not rule out the possibility, however, that "Wow!" just might have been the genuine article.[1]

The year 1979 saw the inception of the Search for Extraterrestrial Radio from Nearby Developed Populations at UC Berkeley's Hat Creek Observatory. But only two years later, disaster struck when the Proxmire Amendment effectively ended Congressional support for NASA's SETI-based work.

In July 1981, the U.S. Senate's Legislative Clerk read a blistering report from Senator Proxmire that stated, in part:

> Mr. President, if we continue to allow NASA to pursue this effort to intercept signals from some hypothetical intelligent civilization, we are sending exactly the wrong message to the American taxpayer. We should worry more about improving our ability to communicate with our neighbors on Planet Earth and worry a little less about interstellar conversation. In this year of all years we should not fritter away precious Federal dollars on a project that is almost guaranteed to fail. I hope my colleagues will support my amendment to stop this ridiculous waste of taxpayers' dollars.

In 1982, however, a lifeline was thrown to SETI when Congress approved a budget allocation for NASA's program after the late Dr. Carl Sagan succeeded in persuading Senator Proxmire to think again. The $100-million project began on

12 October 1992, Columbus Day. "The holiday was picked because it celebrates the spirit of exploration," said Michael Klein, manager of the Jet Propulsion Laboratory in Pasadena, California.

"What we are trying to understand is, are we alone in the universe and what is our part in this incredible universe," continued Klein. "Circumstantial evidence suggests countless Earth-like planets exist in our galaxy."

And if intelligent signals from an alien civilization were detected? According to NASA, "Once a signal is confirmed as being of ETI origin, an announcement of the discovery would be made as quickly and as widely as possible... One way in which the announcement could be made is described in a *Declaration of Principles Concerning Activities Following the Detection of Extraterrestrial Intelligence*."

The Declaration states:

> After concluding that the discovery appears to be credible evidence of extraterrestrial intelligence, and after informing other parties to this declaration, the discoverer should inform observers throughout the world through the Central Bureau for Astronomical Telegrams of the International Union, and should inform the Secretary General of the United Nations in accordance with Article XI of the Treaty on Principles Governing the Activities of States in the Exploration and Use of Outer Space...

The declaration also calls for a variety of other bodies to be informed, including the International Telecommunication Union, the Committee on Space Research of the International Council of Scientific Unions and the International Academy of Astronautics.

However, on the matter of whether or not a reply to an ET-based should be sent, the declaration makes for intriguing reading: "No response to a signal or other evidence of extraterrestrial intelligence should be sent until appropriate international consultations have taken place. The procedures for such consultations will be the subject of a separate agreement, declaration, or arrangement."

In the mid-1980s, following the worldwide success of his film *ET, the Extraterrestrial*, director Steven Spielberg provided a grant that sponsored the Mega-Channel Extraterrestrial Assay (Project Meta) at the Oak Ridge Observatory in Massachusetts.

SETI continued into the 1990s. NASA launched the High Resolution Microwave Survey (HRMS) in 1993 at the Goldstone Observatory, California and Arecibo, Puerto Rico. In 1993, however, disaster struck again when Congress finally pulled the plug on SETI after Democratic Senator Richard Bryan introduced an amendment to the NASA appropriations bill that terminated all support for the HRMS project.

But the work was far from over. Two years later, the SETI Institute launched Project Phoenix, a privately-funded operation and a continuation of the NASA-HRMS operation that would utilize the 64 meter (210-foot) Parkes Radio Tele-

scope in New South Wales, Australia—the largest radio telescope in the Southern Hemisphere.

Ironically, when Project Phoenix expanded in 1996 to include the northern stars, the search was undertaken from the National Radio Astronomy Observatory in Green Bank, West Virginia, only a short distance from where Frank Drake ran his Project Ozma experiment in 1960. Today, the project operates from the Arecibo Observatory.

In the latter part of the 1990s, two new initiatives were launched: Southern SERENDIP at the Parkes 64 Meter Radio Telescope at New South Wales; and SETI@home, a screen-saver program that effectively allows anyone with access to a PC and an internet connection to download and process data that might lead to the discovery of the millennium—signals from another world.

That is a concise history of SETI from its humble beginnings in 1959 to the present day. But there is much more—and in some ways, less—to the SETI program than initially meets the eye, as we shall now see.[2]

SETI, Majic and the CIA

Perhaps the one man who had been the major driving force behind the Green Bank Observatory's early SETI-based operations, including Frank Drake's Project Ozma, was Lloyd Berkner. When plans for Project Ozma were being formulated at Green Bank, Berkner told astrophysicist Otto Struve, the incoming director at Green Bank: "Do it for the sake of astronomy."

In his book *Top Secret/Majic*, Stanton T. Friedman describes Berkner thus:

> Dr. Lloyd Berkner had an outstanding background as a pilot, as a scientist involved in polar expeditions, and in Soviet radio communications problems. He had a very strong interest in space, was head of the International Geophysical Year Program for the United States in 1958, and was the individual who announced to America that the Soviets had launched the first satellite in October 1957. Berkner became head of Associated Universities at Brookhaven, New York, and served on many national committees.[3]

But that is not all. Berkner also served on the Robertson Panel, established by then-CIA director Walter Bedell Smith in early 1953 to evaluate the UFO controversy. The Robertson Panel was convened by the CIA's Office of Scientific Intelligence and secret meetings were held at the Pentagon from 14 to 17 January 1953, during which a host of UFO data was presented for analysis. The panel concluded that there was "no evidence of a direct threat to national security in the objects sighted" and that "the absence of any 'hardware' resulting from unexplained UFO

sightings lends a 'will-of-the-wisp' nature to the Air Technical Intelligence Center problem." According to the panel, no UFO sighting or report indicated the presence of a genuine phenomenon of extraterrestrial origin.

Not everyone, however, was convinced by the CIA's assertions.

According to the late Major Donald Keyhoe, he had been informed by an Air Force Intelligence Officer present at the meetings of the Robertson Panel that, "The agents passed by the best ones. The scientists saw just fifteen cases, and the CIA men tried to pick holes in them. The agents made it seem as if the witnesses were dopes... I know those CIA agents were only following orders, but once or twice I nearly blew up."[4]

Similarly, Dr. David Saunders, who was on the University of Colorado (Condon) UFO Committee, is of the opinion that the Robertson Panel Report represents nothing less than a carefully-crafted cover story,

> conceived and executed for the dual purposes of confusing foreign intelligence and reassuring the cadre of our own establishment. There is ample precedent for the use of such double and triple layers of security in connection with really important projects. For example, the mere existence of the Manhattan Project was a secret, but the nature and importance of that project was an even bigger secret.[5]

Significantly, Stanton Friedman speculates that Berkner, also an alleged member of the first incarnation of the MJ-12 committee, may have been specifically assigned to the Robertson Panel "to make sure that no one without a need to know was informed about crashed saucers and Majestic 12." Friedman notes that Berkner was also acquainted with both Vannevar Bush and Professor Donald Menzel, two more figures allied to the MJ-12 group. Menzel, a Harvard astronomer by profession, was also connected to the National Security Agency—whose interest in the activities of SETI will soon become apparent.[6]

Another advocate of the SETI-based system for detecting intelligent alien civilizations was Frederick C. Durant, an expert in missiles and rocketry, an associate member of the Robertson Panel and someone who was publicly highly skeptical of the possibility that some UFOs were extraterrestrial in origin. As Durant informed the author Tim Shawcross: "I cannot accept that we are alone in the universe. We're undoubtedly alone in our particular configuration, but life of some sort I would expect, and at some time we may expect those visits. It's a long time before we can visit at stellar distances but I believe in SETI, being the Search for Extraterrestrial Intelligence." Durant was careful to point out, however: "I have no reason to change my views that any of these lights in the sky are not mistaken identification of known phenomena."[7]

Is it only coincidence that two members of the CIA's Robertson Panel were so dismissive of the UFO subject but at the same time openly advocated support for SETI-based investigations into alien life?

One recommendation of the Robertson panel was that individuals engaged in UFO research or allied to private UFO groups should be monitored "because of their potentially great influence on mass thinking if widespread sightings should occur. The apparent irresponsibility and the possible use of such groups for subversive purposes should be kept in mind."

With that startling revelation in hand, is it plausible to assume that the U.S. Intelligence community has also kept a close watch on the activities of SETI and its key players in the event that ET really does come calling? Indeed, it is more than plausible, as we shall now see.

Out There

In 1990, the publishing house of Simon & Schuster released a book titled *Out There*. Written by Howard Blum, the best-selling author of *Wanted!* and *I Pledge Allegiance* and an award-winning former New York Times journalist whose work has twice been nominated for the Pulitzer Prize in Investigative Reporting, the book relates the story of a group hidden within the Defense Intelligence Agency that in the latter part of the 1980s attempted to resolve the issues of whether or not UFOs and extraterrestrial life were a reality.

Of course, judging from volumes of credible eyewitness testimony, physical data, Majic-originated documentation and more that has found its way into the hands of the UFO research community, it is all but certain that both of those questions were answered conclusively by 1947, if not earlier. Therefore, it seems unlikely that the DIA body—dubbed *The UFO Working Group*—was in any way allied to the super-secret Majic control system. Blum himself does not shy away from the possibility that the Working Group was merely an unwitting front for far deeper and more sensitive UFO study projects.

Of relevance here, however, are Blum's findings pertaining to the UFO Working Group, the National Security Agency and SETI.

According to Blum, the UFO Working Group was established in response to a series of puzzling UFO events involving the U.S. Space Command's Space Surveillance Center at Cheyenne Mountain, Colorado Springs, in late 1986. But it was an off-the-record comment made by a National Security Agency intelligence officer that launched Blum on his own UFO quest. The officer told him: "You know, there's been a lot of talk around the NSA about outer space. Weird stuff. UFOs... We're catching a lot of crazy signals on our microphones and they're not from this planet. That's a fact."[8]

Created in 1952 under President Harry Truman, the National Security Agency is beyond doubt the most powerful eavesdropping body on the planet. Situated on 1000 acres at Fort George Meade, Maryland, the NSA has a huge budget (in 1985 it was reportedly $2 billion per year) and two decades ago employed some

50,000 personnel. Anyone who doubts the NSA's abilities in surveillance, signals intelligence gathering and analysis and code breaking should read James Bamford's excellent expose *The Puzzle Palace.*

The NSA's interest in the UFO subject is well known. Via the Freedom of Information Act, several hundred pages of UFO data have surfaced from the agency's vaults. In addition to this publicly-acknowledged material, however, persistent rumors point to the NSA's long and deep-rooted involvement in the UFO controversy. For example, in 1990 Timothy Good was informed by a NSA linguist that the agency had a Signals Intelligence (SIGINT) group that was designed to monitor the activities of no less than nine alien groups.[9]

Similarly, in the 1988 television program *UFO Cover-Up Live*, Majic investigator Jaime Shandera interviewed an alleged intelligence insider (the notorious Falcon of Moore-Shandera-Bennewitz fame), who stated:

> ...the National Security Agency has devised a system for communicating with the aliens [which is] some type of electronic or pulse sound system. [The aliens] send a signal to a certain location on Earth... I'm not sure where the receiving point is. I believe one is in Nevada and one is in California. Anyway, the sound or the communication is translated in the computer and the aliens give the landing coordinates to use, so we know the location of known landings. Now, what we investigate are the unknown landings; the ones where they're not telling the United States that they're landing.[10]

A report dated 22 July 1947 from the Counter Intelligence Corps/Interplanetary Phenomenon Unit regarding the New Mexico UFO crashes of 1947 states on its front cover:

> THIS DOCUMENT HAS BEEN RE-CLASSIFIED AS INTELLIGENCE MATERIAL AFFECTING THE NATIONAL SECURITY AND HAS BEEN UPGRADED AS ABOVE TOP SECRET WITH A "NEED TO KNOW" BASIS. ONLY THOSE AUTHORIZED PERSONS WITH MAJIC ACCESS MAY HAVE ACCESS. DOWNGRADING SCHEDULE TO COMMENCE ONLY WITH AN APPROVED PRESIDENTIAL E.O. WITH APPROVAL OF U.S. MAJESTIC INTELLIGENCE AND SECURITY. By authority of: Lt. General John A. Samford, Dir. NSA [Director, National Security Agency].

Similarly, Anthony Kimery, the managing editor of *Sources*, the security intelligence news service, has made the following revelation:

> A journalist friend of mine who has written for such publications as *The Washington Post, The Nation* and *Regardies,* and whose first book, an inside look at the Pentagon, was recently published, told me over dinner recently

that he once asked his brother-in-law, a 15-year employee of the National Security Agency (NSA), what the hottest story in Washington is. His brother-in-law's cryptic response: "There really is a Santa Claus!"

Taken aback, my friend asked his brother-in-law, "What do you mean?"

"Think about it," his brother-in-law replied.

"What are you trying to tell me?" my friend asked. "That there are little green men from Mars running around?"

"You've got it!" his brother-in-law answered.

My friend later asked me, "Now, you tell me, just how the hell do you go after that one?"[11]

What bearing, one may ask, does any of this have on the SETI program? Quite simply, according to Howard Blum, on one particular morning in Spring 1987, as members of the UFO Working Group took their seats for a meeting, they were presented with a paper, stamped *Secret*, that had been prepared by the President's Office of Science and Technology. It began thus:

> Over the past two decades there has developed an increasingly serious debate about the existence of extraterrestrial intelligent life. Scientists working for the National Aeronautics and Space Administration are convinced (1) that intelligent extraterrestrial life exists and (2) that NASA has developed the only rational way for detecting advanced intergalactic civilizations. The program, called SETI for the Search for Extraterrestrial Intelligence, will cost over $97 million and involves the use of a network of radio telescopes to detect signals from other worlds...

It was this paper, Blum says, that convinced the head of the UFO Working Group, Colonel Harold Phillips, to launch its first field investigation. However, recognizing that the investigation would doubtless involve some knowledge of signal detection and analysis, Phillips recommended that operatives from the National Security Agency should be "borrowed." Their purpose: to determine if the USA could make contact with other worlds via the SETI Network.[12]

Five months later, the NSA team, consisting of personnel from the agency's Research and Engineering Division, prepared a report titled *SETI: An Evaluation.* Contained within the report were sections titled *Early SETI*; *The Logic of the Drake Equation*; and *SETI Searches to Date.* But the most eye-opening entry related to something known as the *SETI Protocol.*

Drafted by Michael A.G. Michaud, director of the State Department's Office of Advanced Technology, the protocol called for any confirmed contact with an extraterrestrial lifeform to be "disseminated promptly, openly and widely through scientific channels and public media."

The NSA's response was that this was both "foolish and dangerous;" and they offered a number of arguments to back up their position. The first centered on the

possibility that, by alerting alien civilizations to our existence via radio signals, we were openly inviting invasion and conquest. The second was that the human race might end up as little more than a "pet," a tool of experimentation or, worse still, "a gourmet delicacy"! Third on the NSA's list of scenarios was the possibility that an alien civilization would try to subvert our species and ultimately gain control over us; and the final concern centered on the prospect of widespread "cultural shock" on the part of the human race.

Noting that all of this had clear military implications, the NSA team was unanimous: "In conclusion, we strongly urge that responsible governmental agencies immediately assume effective control of the SETI program."

And who should be responsible for cracking the alien codes? None other than the NSA.

Blum says a NASA spokesman assured him, "If we hear something today, you'll find out about it on the national news tomorrow." If the NSA's views prevail, that assurance will likely prove incorrect.[13]

The National Security Agency and SETI—1990s Revelations

Can Blum's claim that the NSA recommended the equivalent of military control over the SETI program be verified? There is no doubt that the NSA has been keenly aware of SETI's activities for decades. Moreover, Blum's data pertaining to UFOs, SETI and the NSA can be verified in part via papers that the NSA released into the public domain under the terms of the Freedom of Information Act in the late 1990s.

In 1965, a NSA cryptologist named Lambros D. Callimahos authored a 9-page paper titled *Communication with Extraterrestrial Intelligence.* Interestingly, the substance of the report (which leaned heavily on the work of Frank Drake) was presented at a panel discussion of the same title during a Conference on Military Electronics held in Washington, D.C. on 23 September 1965. Present at the meeting were Callimahos himself, linguist Dr. Paul Garvin, dolphin specialist Dr. John C. Lilly, and astronomer Dr. Francis S.J. Heyden. The moderator of the meeting was Dr. Harold Wooster, the Director of Information Services of the U.S. Air Force Office of Scientific Research.

During the discussion, Callimahos declared:

> We are not alone in the universe. A few years ago, this notion seemed farfetched; today, the existence of extraterrestrial intelligence is taken for granted by most scientists. Sir Bernard Lovell, one of the world's leading radio astronomers, has calculated that, even allowing for a margin of error of 5000 per cent, there must be in our own galaxy about 100 million stars which have planets of the right chemistry, dimensions, and temperature to support

> organic evolution. If we consider that our own galaxy, the Milky Way, is but one of at least a billion other galaxies similar to ours in the observable universe, the number of stars that could support some form of life is, to reach a word, astronomical. As to advanced (by miserable earth standards) forms of life, Dr. Frank D. Drake of the National Radio Astronomy Observatory at Green Bank, West Virginia, has stated that, putting all our knowledge together, the number of civilizations which could have arisen by now is about one billion. The next question is, "Where is everybody?"

Callimahos's comments then reveal that he, as a trained NSA cryptologist, was fully conversant with the scope of the investigations undertaken by Drake and his team. He continued:

> The nearest neighbor to our solar system is Alpha Centauri, only 4.3 light years away; but, according to Dr. Su-Shu Huang of the National Aeronautics and Space Administration, its planetary system is probably too young for the emergence of life. Two other heavenly friends, Epsilon Eridani and Tau Ceti, about 11 light years away, are stronger contenders for harboring life. Nevertheless, if superior civilizations are abundant, the nearest would probably be at least 100 light years away; therefore, it would take 200 years for a reply to be forthcoming, a small matter of seven generations. This should, however, make little difference to us, in view of the enormous potential gain from our contact with a superior civilization. Unless we're terribly conceited (a very unscientific demeanor), we must assume that the "others" are far more advanced than we are. Even a 50-year gap would be tremendous; a 500 year gap staggers the imagination, and as for a 5000-year gap... (By the way, if they are as much as 50 years *behind* us, forget it!) It is quite possible that "others" have satellite probes in space, retransmitting to "them" anything that sounds non-random to the probe. But they have probably called us several thousand years ago, and are waiting for an answer; or worse yet, they have given up; or, more probably, they have reached such impressive technological advances that they have destroyed themselves.

Callimahos further expanded upon Drake's work. But the final sentence of the following extract points to a potentially fatal flaw in the whole premise of detecting ET-based intelligence via radio and SETI methods:

> Epsilon Eridani and Tau Ceti were the targets on which Dr. Drake focussed his attention in the Spring on 1960 in Project Ozma, an attempt to detect possible intelligent signals from outer space. The frequency selected for listening was 1420.405752 megacycles per second, or a wave length of 21 cm. This particular frequency, postulated independently by two professors on

> the faculty of Cornell University, Giuseppe Cocconi and Philip Morrison, happens to be the radiation frequency of atomic or free hydrogen which permeates space in great clouds; moreover, this frequency is within the range of radio frequencies able to pass through the earth's atmosphere. Presumably, the significance of this frequency would be known to other intelligent beings in the universe who understand radio theory. We're still talking about radio waves as the communication medium; other possible media might be masers, lasers, or the as yet undiscovered and unnamed "rasers." *A technology superior to ours might even have learned how to modulate a beam of neutrinos (weightless, uncharged particles that physicists on earth find it difficult even to detect); if so, "they" may have to wait a century or two before we learn how to build a neutrino receiver.* [Italics added]

Callimahos's final words in his 1965 paper may well have paved the way for an intensive monitoring and potential manipulation of the SETI program:

> And after we resolve our pressing scientific questions, it might be appropriate to make discreet inquiries as to how we could live in harmony and peace with our fellow man—that is if we aren't eaten or otherwise ingested by the superior civilization that had the good fortune to contact us. But as far as the cryptologist is concerned, he (and generations of his descendants who might experience the supreme thrill of their lives when we hear from "them") must keep a level head, not get excited, and be prepared to cope with problems the like of which he has never seen—out of this world, so to speak.[14]

UFO Hypothesis and Survival Questions

In 1968, Lambros Callimahos wrote another paper that, perhaps more than any other, convinced the National Security Agency that overt contact with an alien intelligence, whether in person or via a SETI-style scenario, was a prospect that had unique national security implications. The paper was titled *UFO Hypothesis and Survival Questions* and began as follows:

> It is the purpose of this monograph to consider briefly some of the human survival implications suggested by the various principal hypotheses concerning the nature of the phenomena loosely categorized as "UFO." *UFO Hypothesis and Survival Questions* focuses its attention for the most part on five central issues: (a) All UFOs are hoaxes; (b) All UFOs are hallucinations; (c) All UFOs are natural phenomena; (d) Some UFOs are secret earth projects; and (e) Some UFOs are related to extra-terrestrial intelligence.

With respect to point (a), Callimahos noted that "...The fact that UFO phenomenon have been witnessed all over the world from ancient times, and by considerable numbers of reputable scientists in recent times, indicates rather strongly that UFOs are not all hoaxes..."

On the matter of UFOs as hallucinations, he was equally dismissive:

> People, of course, do hallucinate. Although groups of people hallucinating is rare, it has been known to happen. Machines have their own form of hallucination; the radar, in particular, "sees" temperature inversions. But a considerable number of instances exist in which there are groups of people and a radar or radars seeing the same thing at the same time; sometimes a person and a gun camera confirm each other's testimony. On occasion, physical evidence of a circumstantial nature was reported to have been found to support witnessed sightings. A continuing high percentage of reports of unusual aerial phenomena are being reported by people in responsible positions in science, government and industry. The sum of such evidence seems to argue strongly against all UFOs being hallucinations.

The issue of whether or not UFOs are an entirely natural phenomenon is also dissected, with Callimahos pointing out: "Many UFOs have been reported by trained observers to behave like high speed, high performance, high altitude rockets or aircraft."

With respect to the "secret weapon" theory, the NSA cryptologist noted that "[the] U.S. Air Force re-entry vehicle and an often publicized Canadian 'saucer' project leave little doubt as to the validity of this hypothesis. Undoubtedly, all UFOs should be carefully scrutinized to ferret out such enemy (or 'friendly') projects. Otherwise a nation faces the very strong possibility of being intimidated by a new secret 'doomsday' weapon."

It is, however, the section titled *Some UFOs are related to extra-terrestrial intelligence* that may have prompted NSA officials with access to the U.S. intelligence community's most guarded UFO secrets to recommend that the SETI program should be placed under military control. Callimahos wrote:

> If "they" discover you, it is an old but hardly invalid rule of thumb, "they" are your technological superiors. Human history has shown us time and again the tragic results of a confrontation between a technologically superior civilization and a technologically inferior people. The "inferior" is usually subject to physical conquest.
>
> Often in the past, a technologically superior people are also processors of a more virile or aggressive culture. In a confrontation between two peoples of significantly different cultural levels, those having the inferior or less virile

culture, most often suffer a tragic loss of identity and are usually absorbed by the other people.

Is it only coincidence that, two decades after Callimahos authored his crucially important paper, NSA officials were still expressing deep concern with respect to overt contact with extraterrestrial life? This author suspects not. We may never know if (or to what extent) Lambros Callimahos ever had access to Majic data held by the National Security Agency. However, we can be certain of two things: (1) Callimahos and, by definition, the NSA itself has taken keen notice of the activities of the SETI program practically since its inception; and (2) Callimahos had warned of the potentially disastrous consequences that could result from alien contact—warnings that were not only acted upon as late as the latter part of the 1980s, but that still may be in force to this day, as we shall soon see.[15]

SETI and Animal Mutilations

One of the strangest events with a potential UFO-SETI link occurred in the immediate vicinity of the Arecibo Observatory, Puerto Rico, and was reported by none other than Frank Drake himself. According to Drake, on one occasion "early in [his] tenure as director," suggesting some point in the mid-1960s, a guard at the observatory claimed to have seen a sinister-looking man dressed in a black cloak "walking the narrow trail around the perimeter of the bowl." The guard, recalled Drake, believed the man to have been a vampire. Despite his skepticism, Drake courteously accepted the guard's report and agreed to look into it. But two days later, Drake says, "I really was forced to look into it... because a cow was found dead on a nearby farm, with all the blood drained from its body. The vampire rumor had already spread through the observatory staff, and now the cow incident whipped the fears of many people into a frenzy."[16]

In his book *Is Anyone Out There?* (co-authored with Dava Sobel) Drake makes light of this incident and the way in which the "vampire" was apparently hastily dispatched by increasing the use of garlic in the staff's food.[17] It is an undeniable fact, however, that so-called animal-mutilation incidents, mainly involving livestock, have been reported on numerous occasions throughout Puerto Rico and the mainland USA (as well as several other countries). The FBI, for example, has declassified a wealth of papers pertaining to this particularly grisly mystery that detail similar incidents in New Mexico in the period 1974-80. Similarly, in 1999 British author and investigator Jonathan Downes travelled to Puerto Rico with a British Channel 4 television crew to make a prime-time documentary on the so-called Chupacabras and documented numerous cases where cattle, sheep and other animals had been found drained of blood in circumstances very similar to those reported by Frank Drake.

The time frame of the incident reported by Drake is notable, too, since it occurred only several years after the late Colonel Philip J. Corso reportedly read military intelligence reports pertaining to similar incidents of animal mutilation. According to Corso:

> In the Pentagon from 1961 to 1963, I reviewed field reports from local and state police agencies about the discoveries of dead cattle whose carcasses looked as though they had been systematically mutilated... Local police reported that when veterinarians were called to the scene to examine the dead cattle left in fields, they often found evidence not just that the animal's blood had been drained but that entire organs were removed with such surgical skill that it couldn't have been the work of predators or vandals.[18]

Corso added that after dismissing the possibility that this was the work of the Soviets, a conclusion was reached that: "It was the EBEs who were experimenting with organ harvesting, possibly for transplant into other species or for processing into some sort of nutrient package or even to create some sort of hybrid biological entity." A hybrid entity, perhaps, not unlike the so-called Chupacabras reported so frequently in the vicinity of the Arecibo Observatory?[19]

Mysterious mutilations and "surgeries" had been officially noted as far back as 1947, if not earlier. The Counter Intelligence Corps / Interplanetary Phenomenon Unit intelligence assessment of 22 July 1947 regarding the New Mexico incidents of that summer states, in section 12:

> The most disturbing aspect of this investigation was—there were other bodies found not far from LZ-1 that looked as if they had been dissected as you would a frog. It is not known if army field surgeons had performed exploratory surgery on these bodies. Animal parts were reportedly discovered inside the craft at LZ-2 but this cannot be confirmed. The team has reserved judgement on this issue.[20]

Aliens at Arecibo

Today the Arecibo Observatory is part of the National Astronomy and Ionosphere Center and is operated by Cornell University through an agreement with the National Science Foundation. Approximately five percent of research time is currently allocated to SETI, including the ongoing Project Phoenix.

According to staff at the observatory, no classified work is undertaken from there. However, the observatory's educational officer, Dr. Jose Alonso, admits that they have had "problems" with radio emissions connected to U.S. Naval exercises

in the area.

In response to questions from investigator Timothy Good concerning SETI and the multitude of UFO encounters reported in the vicinity of the observatory, Dr. Alonso stated:

> As to aliens, it's a question of belief. People like to believe we're not alone, but we scientists have a way of doing things. Statistically though, there *has* to be something. Data tell me they exist. There are between 200 to 400 billion stars in our galaxy, and ten percent of them are of the same type as our sun. If they exist, it's only a matter of time and technology. I think we're going to be intercepting their communications *with each other*—they're not going to send us some message. And it could take years to understand those communications.[21]

Although Dr. Alonso does not subscribe to the idea that the U.S. Government is withholding UFO data that could confirm the existence of extraterrestrials on our planet, UFO encounters in close proximity to the observatory continue at a truly dizzying rate. According to Puerto Rican researcher Jorge Martin, on one occasion in 1992 three triangular-shaped objects were seen near the observatory; while on other occasions, a large "boomerang-shaped" craft was seen "hanging" directly above the radio telescope and a huge "dazzling object" was seen operating near one of the facility's three support towers. Surely some of this information must have filtered back to the staff at the observatory.[22]

Cosmic Confusion

In the latter part of October 1998 a flurry of rumors spread across the Internet to the effect that an extraordinary signal had been picked up that emanated from a star known as EQ Pegasi and that might very well have been extraterrestrial in origin.

Supposedly the story originated with a man who claimed to work with a British telecommunications company. The internet message stated that the man, later identified as Paul Dore, had mounted a 1450MHZ feedhorn and a "waterhole filter" onto a 10-meter satellite dish. Then, using two SETI software programs (FFTDSP and SETIFOX), he had scored a hit from the EQ Pegasi binary star system.

NBC's online and cable service interviewed Dr. Seth Shostak of the SETI Institute, who stated that in September 1998 they too had received signals initially believed to have originated from EQ Pegasi, but that were later determined to be in all probability Earth-based interference.

On 23 October, the engineer made a statement on a closed SETI newsgroup

concerning his findings; and in response, Dr. H. Paul Shuch of the SETI League stated that numerous attempts had been made to confirm the signal but all failed.

Was the entire matter nothing more than a hoax? According to Dr. Shuch: "A responsible scientist, amateur or professional, takes ownership of his or her mistakes as well as accomplishments. It has the earmarks of possibly being just a prank."

There is a curious afterword to this affair. On 3 November 1998, Paul Dore stated in a newsgroup posting that on 2 November, after arriving home from work, he was met by three men. Two were British, one from the Royal Air Force and one from Government Communications Headquarters, the British equivalent of the National Security Agency. The third man, said Dore, was from the NSA itself. The inference was that Dore had inadvertently picked up signals not from a distant star but from an American spy satellite.

In this instance, the important factor is not so much what the source of the signal was (or was not), but the fact that here again we see evidence of NSA interest in, and perhaps attempted suppression of, data relating to unidentified signals and the SETI program.

Meanwhile, over the course of the last three years, a plethora of data has surfaced concerning involvement in the UFO subject on the part of the super-secret Government Communications Headquarters (GCHQ) at Cheltenham, England. Robin Cole, a British investigator, has learned, for example, that GCHQ was deeply implicated in a UFO event in October 1996 when multiple aerial objects of unknown origin were tracked on radar off the East Coast of England. Similarly, Cole has learned from staff at the base that UFOs have been tracked in the Earth's atmosphere on regular occasions and that GCHQ's in-house library holds an extensive number of UFO books and publications. That Cole appears to have hit on a raw nerve is proven by the fact that shortly after publishing his findings in the latter part of 1997, he was visited by two representatives of a British police-intelligence department known as Special Branch and questioned about his interest in both GCHQ and "the phenomena." To this day, despite questioning on this author's part, neither GCHQ nor Special Branch will comment on Cole's claims.[23]

Conclusions

Having examined the available evidence, let us try to arrive at some conclusions. There is no doubt that the premise and ultimate aims of the SETI program are laudable. However, the fact remains that, apart from the so-called "Wow!" signal (which may in fact have originated from a secret military space platform and not in the depths of space), SETI has thus far singularly and spectacularly failed in its search for a message from an alien civilization. As we have also seen, many

millions of taxpayer dollars, as well as significant private funds, have poured into the hands of SETI. Again, ET has not yet phoned. But perhaps most disconcerting of all is the way in which elements of the U.S. Intelligence community—specifically the National Security Agency—have monitored, influenced and perhaps even prevented the release of data from SETI-style operations for what may have been literally decades.

On the other hand, however, diligent investigations undertaken by dedicated individuals and research teams have uncovered a wealth of UFO-based data in the form of eyewitness testimony, officially-released files from agencies such as the FBI, CIA and the U.K. Ministry of Defence, along with volumes of surreptitiously leaked documents and other evidence that together give every indication that ET is already here.

It is truly ironic that, if some of the huge resources channeled to SETI-based groups were made available to elements of the UFO research community, we might have in hand in a relatively short period of time precisely the answers that SETI has been pursuing for decades. In the words of *The X-Files*, the truth really is out there. However, we may find it not by vainly seeking messages from the stars, but by delving deep into the hidden world of U.S. Intelligence.

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[1] *Nature*, September 1959.*CETI*, Jack Stoneley, Star Books, 1976. *Is Anyone Out There?* Frank Drake and Dava Sobel, Pocket Books, 1997. *Life Beyond Planet Earth?* Janet & Colin Bord, Grafton, 1992. *X-Factor*, No. 36, 1998. *Financial Times*, 11 April 1992. *The Search For Extra-terrestrial Intelligence*, Edward Ashpole, Blandford, 1990

[2] Ibid

[3] *Top Secret/Majic*, Stanton T. Friedman, Marlowe & Company, 1996

[4] *Beyond Top Secret*, Timothy Good, Sidgwick & Jackson, 1996

[5] Ibid

[6] *Top Secret/Majic*, Stanton T. Friedman, Marlowe & Company, 1996

[7] *The Roswell File*, Tim Shawcross, Bloomsbury, 1997

[8] *Out There*, Howard Blum, Simon & Schuster, 1990

[9] *Alien Liaison*, Timothy Good, Arrow, 1992. *Alien Contact*, Timothy Good, Morrow, 1993

[10] *UFO Cover-up Live*, 1988

[11] *The Majestic Documents*, edited by Dr. Robert M. and Ryan S. Wood, Wood & Wood Enterprises, 1998

[12] The California-based publication, *UFO*, has published numerous data on SETI. See: Vol. 3, No5; Vol. 4 No 1, 2, 4; Vol. 5, No. 2; Vol. 6, No. 6; Vol. 9, No.1, 6; Vol. 14, No. 2; Vol. 15, No. 6, 9.

[13] *Out There*, Howard Blum, Simon & Schuster, 1990

[14] Ibid

[15] *Communication with Extraterrestrial Intelligence,* Lambros D. Callimahos, National Security Agency, 1965.

[16] *UFO Hypothesis and Survival Questions,* Lambros D. Callimahos, National Security

Agency, 1968
[17] *Is Anyone Out There?* Frank Drake and Dava Sobel, Pocket Books, 1997.
[18] Ibid
[19] *The Day After Roswell*, Col. Philip J. Corso with William Birnes, Pocket Books, 1997
[20] Ibid
[21] *The Majestic Documents*, edited by Dr. Robert M. and Ryan S. Wood, Wood & Wood Enterprises, 1998
[22] *Unearthly Disclosure*, Timothy Good, Century, 2000
[23] *Alien Contact*, Timothy Good, Morrow, 1993. *Unearthly Disclosure*, Timothy Good, Century, 2000
[24] *X-Factor*, No. 36, 1998. Interview with Robin Cole, conducted by Nick Redfern, 29 September 1997

AFTERWORD

In the course of preparing for the 2005 third annual UFO Crash Retrieval Conference, participants asked whether the subject had not already been exhausted by the first two conferences. Even experienced UFO researchers, some who may not have specialized in this aspect of the mystery, seemed to think that the number of reported incidents was far more limited than the cases in this book have shown. While some of the preceding cases fail the test of completeness and strain credibility, the number of fertile cases, which will undoubtedly grow as research continues, is larger than many realize. Numbers of cases provide credible leads that beg further investigation. Currently, there are very few resources—people and money—available for this work. The mainstream press does not pay attention; and neither do academia, government, nor foundations, who largely fund scholarship. It is easier to ignore this odd and potentially disturbing topic, or consign it to the "snicker factor" out of fear of embarrassment and ridicule.

In the short run, public opinion may continue to settle for official denial, such as the "anti-conclusions" peddled by Edward U. Condon and his committee's 1,465-page report delivered to the Air Force by the University of Colorado in 1969. In it, Dr. Condon wrote:

> Our general conclusion is that nothing has come of the study of UFOs in the past 21 years that has added to scientific knowledge. Careful consideration of the record as it is available to us leads us to conclude that further extensive study of UFOs probably cannot be justified ... [1]

Even allowing for the record "as it is available to us" and other carefully chosen "weasel-words" in his statement, it is difficult to ignore that Dr. Condon's summary completely disregarded more than one-third of the cases in the body of his own report—cases for which his committee could find no conventional explanation.[2] (In fact, out of some 10 to 15 thousand UFO reports available, the committee evaluated a scant 58, of which only 33 are explained away—ignoring volumes of key cases and critical witnesses.) Dr. Condon himself made public statements denigrating the study before it was barely underway. On January 25, 1967, the Elmira, NY "Star-Gazette" reported on Dr. Condon's address to the Sigma Xi honorary scientific fraternity:

Unidentified flying objects are not the business of the Air Force,"... Dr. Edward U. Condon said here Wednesday night... Dr. Condon left no doubt as to his personal sentiments on the matter: "It is my inclination right now to recommend that the Government get out of this business. My attitude right now is that there's nothing to it." With a smile, he added, "but I'm not supposed to reach a conclusion for another year..." [3]

Dr. Edward U. Condon

One of this author's colleagues attended a presentation by Dr. Condon discussing the topic at the Air Force Academy well before the study was completed and likewise recalls: "Condon made a short, gruff presentation deriding the study and ridiculing the topic. He made clear that the conclusions, which were months away, should end public Air Force investigation." Dr. Condon's project coordinator Robert J. Low, who was not a scientist, had gone even further in a memo to university officials on August 9, 1966. Low said:

Our study would be conducted almost exclusively by non-believers who, although they couldn't possibly prove a negative result, could and probably would add an impressive body of evidence that there is no reality to the observations. The trick would be, I think, to describe the project so that, to the public, it would appear a totally objective study but, to the scientific community, would present the image of a group of nonbelievers trying their best to be objective, but having an almost zero expectation of finding a saucer. One way to do this would be to stress investigation, not of the physical phenomena, but rather of the people who do the observing—the psychology and sociology of persons and groups who report seeing UFO's. If the emphasis were put here, rather than on examination of the old question of the physical reality of the saucer, I think the scientific community would quickly get the message...I'm inclined to feel at this early stage that, if we set up the thing right and take pains to get the proper people involved and have success in presenting the image we want to present to the scientific community, we could carry the job off to our benefit... [4]

Contrary to Condon, in 1967 the prestigious American Institute for Aeronautics and Astronautics (AIAA) subcommittee on UFOs stated:

The Committee has made a careful examination of the present state of the

> UFO issue and has concluded that the controversy cannot be resolved without further study in a quantitative scientific manner and that it deserves the attention of the engineering and scientific community.

But such was not to be.

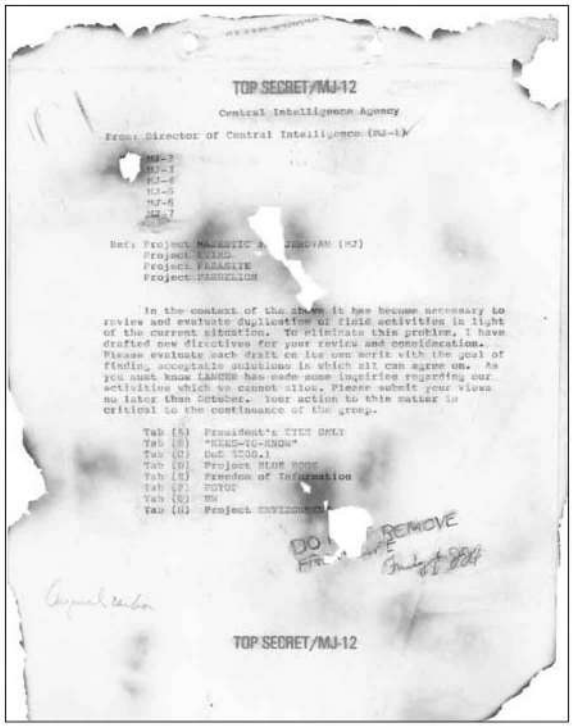
Some fault Condon, Low and others for meeting secretly with the CIA during the course of the study. Far more troubling, however, is how effectively the committee's "trick" (as Low called it) provided justification for the Air Force to close Project Blue Book. We must ask ourselves frankly why it is so easy to manipulate public and professional opinion. Blue Book was little more than a low-level propaganda trick of its own, yet it was the government's only public acknowledgement that UFOs deserve serious study.[5] To this day, based on the Condon report, the Air Force, CIA, NASA and other agencies deny any ongoing research in this field.

Dr. Peter Sturrock of Stanford University's physics department has observed that the Condon Report, despite serious shortcomings, "remains the most influential public document concerning the scientific status of this problem."[6] In work commissioned by Laurence S. Rockefeller and supported by the Society for Scientific Exploration, Dr. Sturrock led a group of accomplished scientists to take another look. In *The UFO Enigma: A New Review of the Physical Evidence* published in 1999 (and an update in 2000), the new committee overrode the Condon Report and concluded that there is much we could learn from further study of the phenomenon—if the evidence is carefully collected and scientifically analyzed.

"Extraordinary claims demand extraordinary proof. Where is the evidence?" That quotation from Carl Sagan captures the essence of skepticism by scientists today, and they are looking for more proof than they can get from fuzzy photographs and testimony based on distant memories. What we have here in these 74 crash cases, as well as in the Majestic documents, is evidence. The investigative team of Dr. Robert Wood and this author hold scores of documents, hundreds of thousands of words, hundreds of pages, of which most are Top Secret Majic or MJ-12 codeword protected. Many have never been seen before. And not just photocopies, but some originals with real inks, watermarks and testable paper. Forensic laboratory examination has verified authentic papers, period inks and pencil lead (found in marginal notations), valid typefaces, watermarks and other details that, at a minimum, would have required the most sophisticated, painstaking and expensive resources to fake,[7] resources not to be found in the public domain though certainly available to the major intelligence agencies. The simplest, most obvious conclusion is that these documents are genuine; or else they are the product of an enormous professional disinformation organization[8]. In either case, journalists, scholars and honest citizens deserve the truth. As UFO researcher Stanton Friedman has stated: "Extraordinary claims demand extraordinary investigation."

Of all the Majestic documents held in their original paper and ink, the most

historic is the "burned memo" saved from destruction by a counterintelligence officer clearing the personal safe of legendary CIA counterintelligence chief James Jesus Angleton after his death. It is an original carbon, stamped in red ink "TOP SECRET/MJ-12" and in black ink with large "CI" (meaning counterintelligence); it is scorched from last-minute rescue from being burned with other documents. This draft memo from CIA Director John A McCone, designated as MJ-1, to other MJ-designated officials shows no date stamp but is believed to have been written in the fall of 1963. It references various codeword projects: EVIRO, PARASITE, PARHELION, along with "MAJESTIC and JEHOVAH (MJ)". Every citizen needs to consider what this memo and its attachments might mean.


TOP SECRET/MJ-12

Central Intelligence Agency

From: Director of Central Intelligence (MJ-1)

Ref: Project MAJESTIC and JEHOVAH (MJ)
Project EVIRO
Project PARASITE
Project PARHELION

In the context of the above it has become necessary to review and evaluate duplication of field activities in light of the current situation. To eliminate this problem, I have drafted new directives for your review and consideration. Please evaluate each draft on its own merit with the goal of finding acceptable solutions in which all can agree on. As you must know LANCER has made some inquiries regarding our activities which we cannot allow. Please submit your views no later than October. Your action to this matter is critical to the continuance of the group.

Tab (A) President's EYES ONLY
Tab (B) "NEED-TO-KNOW"
Tab (C) DoC 5200.1
Tab (D) Project BLUE BOOK
Tab (E) Freedom of Information
Tab (F) TOTOT
Tab (G) MW
Tab (H) Project [illegible]

DO NOT REMOVE

TOP SECRET/MJ-12

The "burned memo" suggests a profound and extensive undertaking to conceal UFO research at all costs. The intelligence jargon and codewords are discussed further below in the footnotes. In its own words, the memo and its attachments from the "Director of Central Intelligence (MJ-1)" state:

> In the context of the above it has become necessary to review and evaluate duplication in field activities in light of the current situation. To eliminate this problem, I have drafted new directives for your review and consideration. Please evaluate each draft on its own merit with the goal of finding acceptable solutions in which all can agree on. [sic] As you must know LANCER [undoubtedly, President Kennedy] has made some inquiries regarding our activities which we cannot allow.[9] Please submit your views no later than October. Your action to this matter is critical to the continuance of the group.

Regarding the group's relationship with other agencies of government:

> Directive Regarding President's EYES ONLY In the likely event that the subject of unidentified flying objects or unconventional aerial weapons is a

subject matter under discussion with the Chief Executive, National Security Council Staff, department heads, the Joint Chiefs, and foreign representatives, a clarification of the question is in order to ascertain the reason(s) for bringing up the subject. A standard response should be suffice [sic] to redirect the question. Under no circumstances should a member suggest or by inference, that the subject is classified as a national security threat. In the unlikely event that UFO's overtly display hostile intent towards the security of the United States, as a group, and after consultation, should a full disclosure be made in accordance with the law as required.

Tab A—Directive Regarding "NEED-TO-KNOW" In order to facilitate cooperation with current activities of the group, effective immediately "NEED-TO-KNOW" should be granted to the Director, FBI for maintenance of security until such time FBI involvement is no longer required. Existing back channel contacts should not be compromised by these actions

Tab B—Directive Regarding DoD 5200.1 Until further notice DOD 5200.1 will be utilized only in the performance of special task functions with military intelligence liaison officers as specified in SCEO and 54/12 policy directives. [10]

Tab C—Directive Regarding Project BLUE BOOK Project BLUE BOOK will continue in its current intelligence collection activities and counterintelligence functions as specified in current NIE. [11] Reference to BLUE BOOK is authorized only when responding to public and congressional inquiries.

Tab D—Directive Regarding Freedom of Information Priority requests forwarded to members by authorized individuals or institutions are temporarily denied until the threat of exposure is eliminated and the assurance that no residuals [12] are present before requests are acted upon.

Tab E—Directive Regarding PSYOP PSYOP [13] units within the existing structure are hereby placed in condition GREEN until such time they are told to stand down. Units designated for GREEN are authorized to interrogate and detain any and all targets.

Tab F—Directive Regarding BW Designated MJ projects should be held in readiness to perform SPIKE and HOUSE CLEANING operations in major population centers in the event conventional methods are not satisfactory. Specialists from MK-ULTRA and ARTICHOKE are hereby activated to conduct DOMESTIC. [14]

Tab G—Directive Regarding Project ENVIRONMENT When conditions

become non-conducive for growth in our environment and Washington cannot be influenced any further, the weather is lacking any precipitation ... it should be wet. [15]

Does "Washington" refer again in guarded terms to the previously cited "LANCER," or President Kennedy? Does the obscure possibility that things "should be wet" refer to the intelligence jargon in which "wet affairs" imply assassination?

This may be one of the most pivotal documents that has ever surfaced concerning policies and events of the 20th Century. Forensic tests conducted by Speckin Forensic Laboratory for the author show that the watermark is obscure government issue, the pencil and ink marks are consistent with the time period, however without other top secret ink stamps of the period to compare with, no firm determination can be make about the classification stamps.

The pseudo-scientific debunking of Condon and others such as the late Philip J. Klass represents only the most glaring aspect of an overall mainstream refusal to address the implications—scientific, technical, social, political, military, economic and moral—of UFO phenomena. Ridicule, intimidation, ignorance, and official hubris—belief among a small coterie of cleared "experts" that they can accomplish under cover of secrecy and denial what should properly be entrusted to a wide spectrum of peer-reviewed research and discussion—have marginalized this crucial study almost to the vanishing point.[16]

Master Sgt. Harry B. Cooper, father of UFO investigator Tim Cooper (no relationship to astronaut Gordon Cooper)

Witnesses are dismissed. Competent, stable individuals whose testimony in court would be sufficient to send a criminal to jail are branded incompetent when they dare to address the UFO topic. Not even highly respected, seasoned and patriotic witnesses seem to make a difference. The late Gordon Cooper, one of the original Mercury astronauts and the last American to fly in space alone, stated directly in his 2002 memoir, *Leap of Faith: An Astronaut's Journey into the Unknown,* that in 1951 while piloting an F-86 Sabrejet he sighted metallic, saucer-shaped discs at considerable altitude that could out-maneuver American fighter planes. In the late 1950s, while serving as a project manager at Edwards AFB in the California desert, his team of photographers plainly captured on film "a typical circle-shaped UFO" as it hovered over the dry lake bed. The small disc then slowly touched down briefly to earth before suddenly taking off at a sharp angle and climbing straight up out of sight.[17] The crystal-clear color motion picture film of the event, Cooper said, was taken by officials who flew in from Washington. The film was never seen again. Is Cooper a liar? A lunatic? He was not the only former

astronaut to have witnessed UFO activity and made public statements about it. Yet, without substantial social, economic or political "permission" from Official Culture, others such as scholars, editors and reporters, politicians and funders cannot "see" (or admit) such paradigm-shifting evidence of UFO activity, even when it is in plain sight. Little wonder that private research to date is incomplete and sometimes in error. Still, this book rests on the confident assumption that witnesses such as astronaut Cooper are telling the truth.

So are other witnesses.

The problem is, in this environment of official disapproval and even sanction, civilian UFO researchers must sometimes rely on and protect confidential sources. Such is the case with perhaps the most important witness to date regarding secrets of the Interplanetary Phenomenon Unit (IPU), the Majestic 12 group and related programs: Thomas Cantwheel. This is the pseudonym for a man that UFO researcher Tim Cooper (no relation to astronaut Gordon Cooper) met very briefly face-to-face but from whom he received "mail drops" of documents. Possibly, Cantwheel trusted Tim because he knew Tim's father, Master Sergeant Harry Cooper, who served in the Air Force Office of Special Investigations and was commended by Gen. Curtis E. Lemay for support of the Air Force UFO program. Harry Cooper's official Air Force citation reads:

> His exemplary knowledge of film processing and printing techniques provided necessary aids and photographic production for intelligence evaluation of gun camera and still photographs requested on call by the Foreign Technology Division and the National Photographic Interpretation Center in their contribution to the USAF UFO Program.[18]

Cantwheel mailed Tim Cooper the most detailed and important Majestic documents that have so far come to light. Numbers of them are discussed earlier in this book and presented more fully online (*www.majesticdocuments.com*). Following is the first public discussion touching further on Cantwheel, the witness and source. Much remains hidden, and some cannot now be published. Nevertheless, it is known that the tall, elderly man, who provided Cooper with documents now being researched by Dr. Robert Wood and this author, served in intelligence and was directly involved in the creation of UFO organizations to monitor and misinform in the interest of National Security. Quite old at the time he communicated with Cooper, perhaps in his early 90s, he remained lucid and maintained intelligence connections at Ft. George Meade, MD, home of the National Security Agency (NSA). He had insider knowledge of other programs that have now come to light, such as the GRILL FLAME project for intelligence gathering by remote viewing, i.e. "psychic sleuthing."[19] Cantwheel supported counterintelligence activities, such as Pentagon efforts to plug leaks, and kept careful track of the military, political and scientific leaders who participated in UFO crash recoveries, research and development. After his death, his daughter, using the pseudonym

Salina and herself reportedly a retired CIA counterintelligence officer herself, provided the last of the materials that Cantwheel felt obliged to release to history.

Cantwheel's private comments covered some of the many complex issues embedded in Majestic documents. At the end of his life, this included the significance of extraterrestrial visitation in social and even spiritual terms. As far as he knew, no contact with humans had evidenced a malevolent purpose or hostile intent, though in a wry and intriguing comment, he surmised that "*we* may be the aliens." The extraterrestrial presence might be attributed, he suggested, to mismanagement of human relationships (man's inhumanity to man) and the flawed policies of human governments (that, for example, may seem to favor the rich over the poor). When pressed concerning the numerous sightings near military bases in New Mexico after the July 1947 UFO "flap," he guardedly responded by saying, "... because of a kindred need." The unknown craft were, both then and later, repeatedly seen over defense installations where atomic weapons were developed or deployed.[20] As unfashionable as it may be in a materialist age, he also referenced the "Jehovah Factor," which he said was theorized by Albert Einstein[21]—in which alien motives somehow included a Prime Mover, God—a matter of profound discomfort to military and political authorities confronted by the prospect of a "'Supreme Intelligence' and other realities ...." In concrete technology terms, he mentioned intriguing puzzles such as the "non-inert" quality of the material used in constructing the craft, suggesting advanced, perhaps artificial intelligence in which the craft themselves were a "living" technology. He discussed the use of propulsion by "gravity waves" with atomic power plants and noted that one of the most important research objectives derived from studying the craft was to develop "cold fusion" reactors.

Finally, Cantwheel discussed his motives. His comments raise questions about apparent delivery of some documents in facsimile, designed to avoid legal consequences. We must research this complication further to literally validate each sentence if possible. He discusses his motives and sense of duty to reveal key truths in documents that he "xeroxed from originals ... from my personal files." In his own words:

Timothy Cooper

February 22, 1996

Dear Mr. Cooper:

By the time this letter reaches you, I will have left this world. I have cancer and don't have much time. There are many things to tell you about the 1947 New Mexico discoveries that I was personally invovlved with, but, the grave beckons me most earnestly and will not wait any longer.

First, I'm sorry that I did not seek you out earilier and have open face-to-face chats instead of sending you mail drops. There was good reasons for this which I will not go into. Secondly, my health does not allow me to get out, especially in the winter. Thirdly, I have poor eyesight and can not drive a car anymore.

I have been following your research into the White Sands case since 1990 though you were not aware of it. You're liaisen with the late Springfield, and Friedman, was brought to my attention by my intelligence contact at Fort Meade. You are correct in assuming that there was more than one UFO (incorrect actually, we knew what they are) incident at White Sands aside the Corona case wrongly called the Roswell incident (even though Marcel and Cavitt did find debris that was taken to the Roswell air base). Your father was correct in regards to the classified intelligence report and the secrecy at Holloman AFB.

In regards to the documents, I must assume that you have had them investigated by the so-called 'experts' by now and have determined that some were were obvious fakes. Sorry about that. The others were copies and xeroxed from originals. These came from my personal files.

As for the manner in which you received them, it was necessary to construct them in a way so as to protect you from criminal prosecution. But, I assure you that the names, dates and places are valid. I think I provided you with enough leads to help you find valueable information that can be found in any library. I hope you will not think too ill of me for leading you on for so long. I believe that in good time, the intelligence community will be forced to open up more UFO intelligence files to the public. UFO's will not go away, and will only increse in intensity.

In closing, I can only add that the UFO secret has been a costly one, not only in lost credibility by the government, but in human lives as well. During my service for CIC and CIA, I committed many distasteful and, sometimes, regretable acts of skullduggery in the interests of national security for my superiors, and now I will be rewarded for my sins. Live a long and rewarding life Tim, I add a word of caution along with it. TRUST NO ONE COMPLETELY!

Cantwheel

Despite Cantwheel's pragmatic final warning, after his secret and sometimes apparently violent career, the UFO crash cases that comprise the heart of this book are now entrusted to the reader for consideration and open discussion, and to all of humankind for honest research and understanding.

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[1] The full report is online, with its virtues extolled by an organization calling itself the National Capital Area Skeptics at *www.ncas.org/condon*.

[2] "The Condon Report (Review/Comment by Stanton Friedman), *http://ufocasebook.com/condonreportreview.html*.

[3] "Star-Gazette," January 25, 1967, Elmira, NY.

[4] A scathing inside look at the Condon Committee and the Low memo was published by one of the committee's scientists who left in protest and wrote: *UFOs? Yes! Where the Condon Committee Went Wrong*, World Publishing Company, Dr. David R. Saunders, 1969.

[5] It had a very small, junior staff with records only up to the Secret level.

[6] "An Analysis of the Condon Report on the Colorado UFO Project," *Journal of Scientific Exploration*, **1**, No. 1, 75-100, Peter, A. Sturrock, 1987.

[7] "Mounting Evidence for the Authenticity of MJ-12 Documents," Presented at the International MUFON Symposium, Robert M. Wood, Ph.D., July 2001. These include the "Bowen manuscript" entitled *AN ENCYCLOPEDIA OF FLYING SAUCERS* written by Vernon Bowen, a layman, in the 1950s—but so carefully researched and analyzed that the document came close to the truth. It was never published but placed in the MJ-12's own files and stamped "THE HIGHEST CLASSIFICATION FOR THIS DOCUMENT IS TOP SECRET/MAJIC NOFORN DISSEM. FOR U.S. "EYES ONLY". EXEMPT FROM DECLASSIFICATION ORADA. "SPECIAL HANDLING REQUIRED—NOT RELEASABLE TO FOREIGN NATIONALS". This manuscript, kept from publication, is on original paper stamped with original ink, with some marginal notes in handwriting. Forensic analysis has confirmed its authentic paper and ink. *www.majesticdocuments.com/pdf/rmwood_mufon2001.pdf*

[8] Psychological Warfare and the Majestic Documents: Little Evidence of Deception, www.majesticdocuments.com

This paper leads the reader through the basic principles of psywar and psychological operations (psyop). It then develops a series of tests or criteria to determine the fingerprints of a psywar operation and tests those criteria against the body of "leaked" Majestic-12 documents.

[9] As learned from later reports about the assassination, the Secret Service codename for President Kennedy was "Lancer."

[10] DOD 5200.1 is the Defense Department "Information Security Program" regulation. SCEO refers to a special classified executive order, presumably from President Truman in establishing the comprehensive UFO research and intelligence activity, although nay-sayers object that they have never previously seen a numbering system for classified executive orders. Neither, of course, had any of these remarkable documents been seen in public before their exceptional security was leaked decades after their creation. "54/12" refers to the 1954 Secret Executive Order, "Order Number 54-12" by which President

Eisenhower created the "54-12 Committee" associated with the National Security Council to review "Black" (covert) intelligence and security projects.

[11] National Intelligence Estimate, a continuing series of top-level analyses about urgent security issues.

[12] Presumably meaning that no "residual" documents would be left in files that could disclose UFO projects.

[13] Psychological Operations

[14] BW, or biological warfare. Recall in reported recovery of alien materiel and beings that some technicians died of seizures and profuse bleeding from sort of poisoning or infection. It is reasonable to think that crash sites should be secured to prevent introduction of alien infections to earth. This may, however, refer to much more troubling possibilities. In an emergency to conceal a crash site in a populated area from disclosure, one might "seed" the area with contamination to eliminate first-hand witnesses, panic others into evacuation and give pretext for military law over a wide area to protect and conceal the crash site. Project ARTICHOKE is a known compromised CIA cryptonym for use of drugs, hypnotism and psychological techniques. It is a predecessor to MKULTRA, another compromised cryptonym for Technical Services Division research, development and equipment activities regarding chemical and biological materials capable of producing human behavioral and psychological changes. *CIA Insider's Dictionary*, NIBC Press, Leo D. Carl, 1996.

[15] This final draft attachment to McCone's MJ-12 memo is potentially the most ominous. Recalling the cover memo's reference to LANCER and matters "critical to the continuance of our group"—the final attachment's concern for "growth in our environment" and possible inability to influence "Washington" as a possible metonymical reference to the President—Dulles concludes that "weather ... should be wet." "Wet affairs" is well-known Soviet intelligence jargon for assassination and murder. *CIA Insider's Dictionary*, NIBC Press, Leo D. Carl, 1996.

[16] For further cogent discussion on this point, see http://www.narcap.org/reports/TR8Bias1.htm

[17] *Leap of Faith: An Astronaut's Journey into the Unknown*, Harper Torch, Gordon Cooper, 2002.

[18] *www.majesticdocuments.com*. The Foreign Technology Division (FTD) was the Air Force intelligence center for examining foreign technologies at Wright Patterson AFB, OH. The National Photographic Interpretation Center (NPIC) was the CIA center for analyzing aerial and overhead reconnaissance.

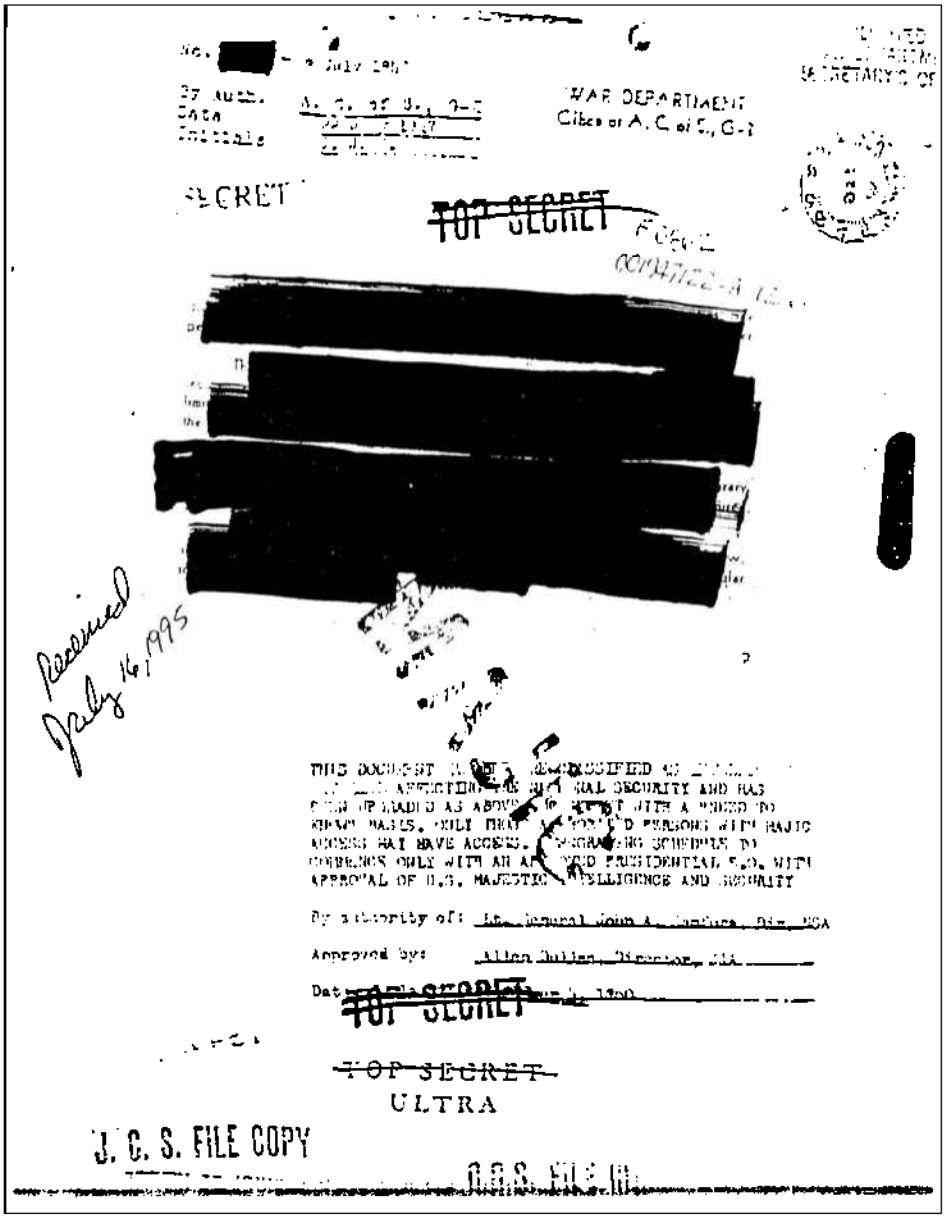
[19] PSI Spies, by Jim Marrs documents the programs Star Gate and Grill Flame

[20] Ellsworth AFB, Maelstrom Robert Salas

[21] One of the most thoughtful discussions from early documents is found in a draft Top Secret paper dated June 1947 entitled "Relationships with Inhabitants of Celestrial [sic] Bodies" from Dr. J. Robert Oppenheimer and Professor Albert Einstein.

APPENDIX

The appendix contains the six page IPU Intelligence Assessment, a 1942 memo initiating the IPU from Marshall to the President, a 1944 memo to the Non-Terrestrial Science and Technology Committee, an authenticity discussion of SOM-01 manual along with a replica of the manual itself.



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INTERPLANETARY PHENOMENON UNIT SUMMARY

INTELLIGENCE ASSESSMENT File ref. 00194722-A.1206

1. The extraordinary recovery of fallen airborne objects in the state of New Mexico, between 4 July - 6 July 1947. This Summary was prepared by Headquarters Interplanetary Phenomenon Unit, Scientific and Technical Branch, Counter-intelligence Directorate, as requested by A.C. of S., G-2, at the expressed order of Chief of Staff.

2. At 2332 MST, 3 July 47, radar stations in east Texas and White Sands Proving Ground, N.M., tracked two unidentified aircraft until both dropped off radar. Two crash sites have been located close to the WSPG. Site LZ-1 was located at a ranch near Corona, approx. 75 miles northwest of the town of Roswell. Site LZ-2 was located approx. 20 miles southeast of the town of Socorro, at Lat. 33-40-31, Long. 106-28-22, with Oscura Peak being the geographic reference point.

3. The AST personnel were mainly interested in LZ-2 as this site contained the majority of structural detail of the craft's airframe, propulsion and navigation technology. The recovery of five bodies in a damaged escape cylinder, precluded an investigation at LZ-1.

4. On arrival at LZ-2, personnel assessed the finds as not belonging to any aircraft, rocket, weapons, or balloon test that are normally conducted from surrounding bases. First reports indicated that the first crash investigators from Roswell AAF that LZ-1 was the remains of a AAF top secret MOGUL balloon project. When scientists

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from the Los Alamos Scientific Laboratory arrived to inspect LZ-2, it became apparent to all concerned that what had crashed in the desert was something out of this world.

5. Interviews with radar operators and officers from the Signal Corps Engineering Laboratories, Fort Monmouth, N.J. were tracking these objects on-and-off since June 29 from Station "A", all indicated that these targets had periodically remained stationary for minutes at a time, then would resume thier original course, flying from the southeast to northwest. SCEL antennas had locked onto a flight of three objects on 3 July and lost them around 2330 MST on 4 July (a V-2 was scheduled for launch which is why SCEL Station "A" was able to do a track). It has been learned that at least six radar stations in east Texas (see detailed report in attchment A), and radar stations at Alamogordo AAF and Kirtland AAF, had also picked up these objects on the 4th as well. Using topographical maps and triangularization, a last known position and bearing was calculated which helped search parties to locate the general area. Detachment 3 of the 9393rd Technical Services Unit, assigned to Alamogordo AAF, was responsible for the locating and transportation of the large sections of the craft.

6. A special radiobiological team accompanied by a SED and security detail from Sandia Base under orders from Colonel S. V. /HASBROUCK/ USA, Armed Forces Special Weapons Project, secured the immediate area surrounding the crash site. Select scientists from

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the General Advisory Committee of the Atomic Energy Commission, most notably DR. /J. ROBERT OPPENHEIMER/ was identified at LZ-2 as well as other members. Among PAPERCLIP specialist identified at LZ-2 were DR. /WERNHER VON BRAUN/ (Fort Bliss); DR. /ERNST STEINHOFF/ (AMC); and DR. /HUBERTUS STRUGHOLD/ (AEROMEDICAL LAB, RANDOLPH FIELD).

7. Because of the stringent security measures that were in place at both crash sites, the team was not able to gain access to the several locations were wreckage and bodies are being held. CIC member of the team was able to learn that several bodies were taken to the hospital at Roswell AAF and others to either Los Alamos, Wright Field, Patterson AAF, and Randolph Field for security reasons. It is believed that this dispersion was on the orders of General Thomas Handy, Fourth Army Hdqrs. Remains of the powerplant were taken to Alamogordo AAF and Kirtland AAF. Structural debris and [redacted] were taken to AMC, Wright Field. Other remains were transported across the WSPG to the storage facilities of the NRL. All this was accomplished by 1730 MST 7 July.

8. On 7 July, Lt. General Nathan Twining arrived at Alamogordo AAF for a secret meeting with AAF Chief of Staff Spaatz and to view recovered remains of craft from LZ-2. On 8 July, Twining visited Kirtland AAF to inspect parts recovered from powerplant. On 9 July, Twining and staff flew to WSPG to inspect pieces of craft being stored there and on 10 July, made inspection of R&D facilities at Alamogordo and then returned to Wright Field. It is believed that Twining and staff is preparing a detailed report of both incidents and briefings later to follow. It is also the belief of CIC that General Eisenhower will see a showing of recoveries sometime in late August this year. The President was given a limited briefing

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at the Pentagon by AC/S AAF General Hoyt Vandenberg on 19 July. FBI interest was curtailed and access to stored craft at Los Alamos was denied upon request of Deputy COS Lt. General Collins. Inquiries to bases involved was restricted by General Vandenberg during the duration of recovery efforts. All teletype, telephone and radio transmissions were monitored for any disclosures of the finds. To maintain secrecy of site LZ-2, the CO of Roswell AAF was authorized to give a brief press release to local paper in which 8th AF Hdqrs. promptly denied rumors that the Army had flying saucers in their possession which effectively killed press interest. Civilians who might have seen or handled some of the wreckage, or viewed bodies were detained under the McNab law until all remaing evidence was secured in restricted bases. Witnesses were debriefed by CIC and warned of the consequences of talking to the press. So far, secrecy seems to be working.

9. All civilian and military personnel involved with the recovery operations had "need to know" access with proper security clearances. Though several MPs suffered nervous breakdowns resulting in one committing suicide, MP details from Alamogordo and Kirtland performed security functions very well. Ground personnel from Sandia experienced some form of contamination resulting in the deaths of 3 technicians. The status of the fourth technician is unknown. Autpsies are scheduled to determine cause of death. CIC has made appropriate security file entries into dossiers with cross references for future reviews.

10. With the pending approval of JAMES FORRESTAL as new Secretary of Defense, it is certain that he will be briefed on certain aspects of the discoveries. The only Cabinet member to date that may knew of the details is Secretary of State Marshall. It has become known to CIC that some of the recovery operation was shared with Representative

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/JOHN F. KENNEDI,/Massachusetts Democrat elected to Congress in 46. Son of JOSEPH P. KENNEDI, Commission on Organization of the Executive Branch of the Government. KENNEDI had limited duty as naval officer assigned to Naval Intelligence during war. It is believed that information was obtained from source in Congress who is close to Secretary for Air Force.

11. As to the bodies recovered at LZ-2, it appeared that none of the five crew members survived entry into our atmosphere due to unknown causes./DR. DETLEV BRONK/has been asked to assist in the autopsy of one well preserved cadaver to be done by MAJOR CHARLES B. REA. From what descriptions the team was able to learn and from photographs taken by intelligence photographers, the occupants appear in most respects human with/some anatomical differences/in the head, eyes, hands and feet. They have a slight build about five feet tall, with grayish-pink skin color. They have no hair on their bodies and clothed with a tight fitting flight suit that appears to be fire proof (some of the bodies looked as if they had been burned on head and and hands). Their overall stature reminds one of/young children./It is believed that there were male and female genders present, but was hard to distinguish.

12. The most disturbing aspect of this investigation was— there were other bodies found not far from LZ-1 that looked as if they had been dissected as you would a frog. It is not known if army field surgens had performed exploratory surgery on these bodies. Animal parts were reportedly discovered inside the craft at LZ-2 but this cannot be confirmed. The team has reserved judgement on this issue.

13. Our assessment of this investigation rests on two assumptions: 1) Either this discovery was an elaborate and well orchestrated hoax (maybe by the Russians), or; 2) Our country has played host to

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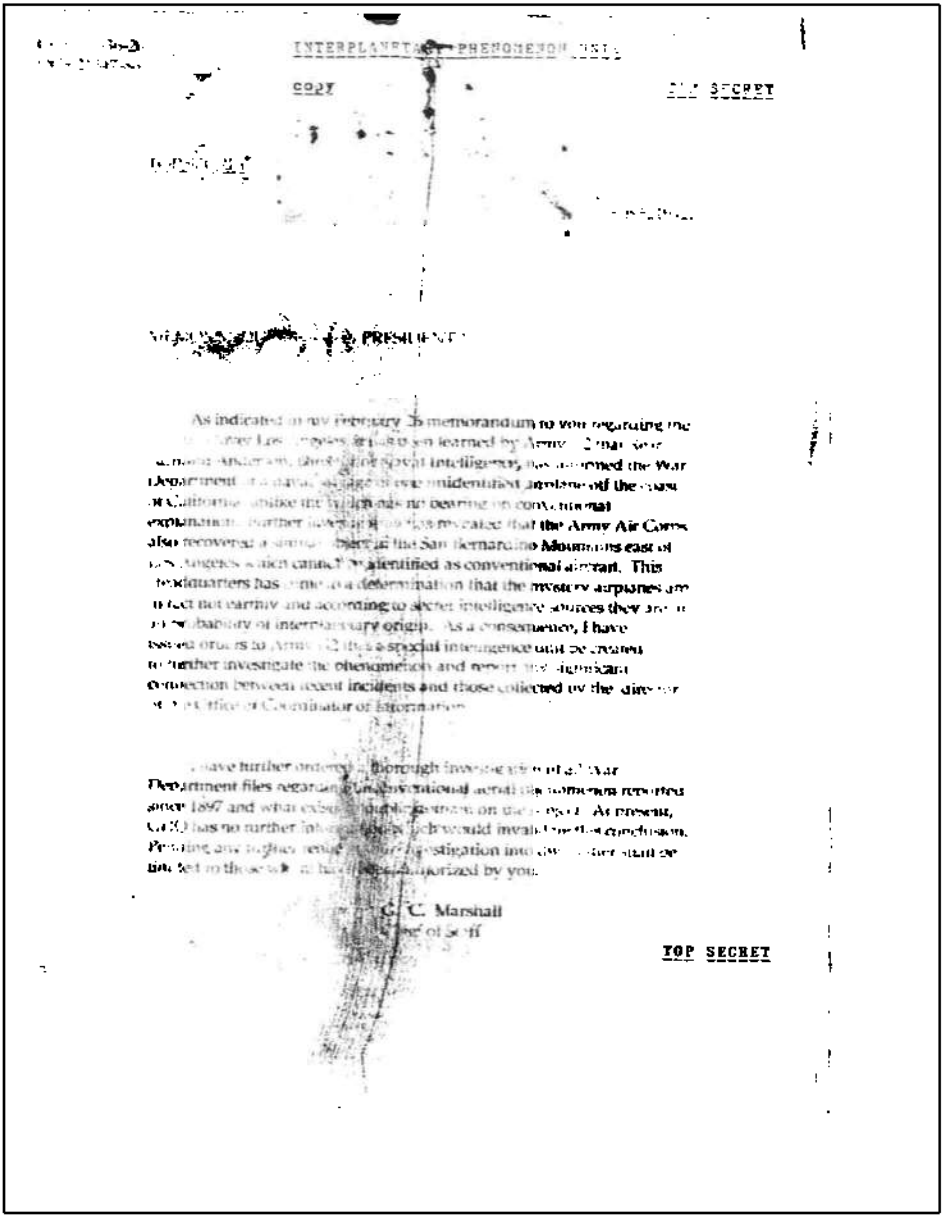
beings from another planet.

14. Until more data can be acquired from other intelligence sources, it is the opinion of the team, that the investigation be expanded to include sources that might elucidate other possibilities not found by contemporary science. It is also recommended that appropriate budgets be allocated to facilitate future assignments that the unit may be called upon to perform. Until further orders, this investigation will continue.



INTERPLANETARY PHENOMENON [illegible]

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PRESIDENT

As indicated in my February 26 memorandum to you regarding the [illegible] reports [illegible] on learned by Army Air Force [illegible] Department [illegible] suggested [illegible] confidential [illegible] of the state of California [illegible] has been no [illegible] conventional explanation. Further investigation has revealed that the Army Air Corps also recovered a [illegible] near the San Bernardino Mountains east of Los Angeles which cannot be identified as conventional aircraft. This headquarters has come to a determination that the mystery airplanes are not earthly and according to secret intelligence sources they are of probably of interplanetary origin. As a consequence, I have issued orders to Army Air Forces a special intelligence unit be created to further investigate the phenomenon and report any significant connection between recent incidents and those collected by the director of Strategic Office of Coordinator of Information.

I have further ordered a thorough investigation of all War Department files regarding unconventional aerial phenomena reported since 1897 and what [illegible] public opinion on these cases. At present, G-2 has no further information which would invalidate the conclusion. Pending any further results of our investigation into these matters I am not [illegible] to the secrecy [illegible] authorized by you.

G. C. Marshall
Chief of Staff

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February 21, 1944.

THE WHITE HOUSE

WASHINGTON

February 21, 1944

MEMORANDUM FOR

THE SPECIAL COMMITTEE ON NON-TERRESTRIAL SCIENCE AND TECHNOLOGY

I agree with the [illegible] proposal of the recommendation put forward by the [illegible] Professor Einstein that a separate program be instituted at the earliest possible time. I also agree that application of non-terrestrial know how in atomic energy must be used in perfecting super weapons of war to affect the complete defeat of Germany and Japan. In view of the cost already incurred in the atomic bomb program, it would, at this time, be difficult to approve without further support of the Treasury Department and the military. I therefore have decided to forego such a enterprise. From the point of view of the informed members of the United States, our principle object is not to engage in exploratory research of this kind but to win the war as soon as possible.

Various points have been raised about the difficulties such an endeavor would present [illegible] already burdened research for advanced weapons programs and support groups in our war effort and I agree that now is not the time. It is my personal judgement that, when the war is won, and peace is once again restored, there will come a time when surplus funds may be available to pursue a program devoted to understanding non-terrestrial science and its technology which is still greatly undiscovered. I have had private discussions with Dr. Bush on this subject and the advice of several eminent scientists who believe the United States should take every advantage of such wonders that have come to us. I have heard the arguments of General Marshall and other members of the military that the United States must assume its destiny in this matter for the sake of the Nation's security in the post-war world and I have given assurances that such will be the case.

I appreciate the effort and time spent in producing valuable insights into the proposal to find ways of advancing our technology and national progress and in coming to grips with the reality that our planet is not the only one harboring intelligent life in the universe. I also commend the committee for the organization and planning that is evident in Dr. Bush's proposal and the delicate way in which it was presented. I trust the committee will appreciate the situation on which this office must render its decision.

[illegible] Franklin D. Roosevelt

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THE AUTHENTICITY OF THE SPECIAL OPERATIONS MANUAL

The Special Operations Manual SOM 1-01 was mailed from Quillin's Drug Store to Don Berliner, an author and UFO researcher, in 1994 in the form of undeveloped 35 mm film. Upon development, it turned out to be a manual titled "Extraterrestrial Entities and Technologies—Recovery and Disposal" dated April 1954. Clearly the purpose was to provide instruction to recovery units about the background of this program and how to handle the parts, while deceiving the public into believing that nothing important had crashed.

Immediately skeptics came forward and offered numerous claims of fakery, ranging from *ad hominem* attacks to the typical position that if it didn't follow the security procedures in detail, it must be phony. Three of the critics claimed to have been involved in classified work and expected that they would have known about it. Leaving aside these largely non-constructive charges, and some erroneous claims such as the use of the War Department logo being an anachronism, there were still several authentication issues raised that warranted attention. Overall, about twenty objections were raised, of which five have some logical merit, as summarized below:

1. There was no document control page, a missing piece for a top secret document.
2. Personnel were encouraged to tell onlookers that it might have been a "downed satellite," but the first satellite was not launched until 1957.
3. It alludes to "Area 51", which is claimed to not exist in 1954.
4. The document reports on shape and size measured by radar, and the old dish radars could not have accurately measured shape and size.
5. There is a classification "Restricted" along with "Top Secret", which is incompatible.

"Where is the document control?" Actually, as Don Berliner and Robert Wood were making copies of the negative, there was one that was so hard to read that Don had not run a copy. When a copy was made and studied, there was the document control page! It showed eight entries over nearly three years, replacing or removing pages from the document. Each of these actions was accompanied with a time and date typed in, and the authority of either MJ/04 or MJ/01, and the initials either EWL or JRT. In addition, facing the control page is the back of the cover page without a security caveat, but it does have the equivalent of a control,

in that it identified "Unit KB 88, Bldg. 21 from Kirtland AFB, N. MEX." This is also significant in that the present abbreviation of New Mexico as NM for address did not occur until much later. In 1954, "N. Mex." was common.

"The 'downed satellite' is a possible anachronism." In the first place, the entire strategy is that of deception—it is even the title of the paragraph in question! Deceptive statements are not usually true. Furthermore, it was just one of five choices offered to keep nosy people away. The big argument, though, comes from those who say, "Why would anyone be impressed by a known false statement?" Actually, most people were aware of our plans for satellites in April of 1954, as a result of enormous coverage of this new space thinking. There are prominent public references to satellites before this date, including a *Time Magazine* article just the previous month speculating on whether a satellite had already been covertly launched. So, satellites were on the public's mind and "downed satellites" were a very credible concept.

The third objection that warrants discussion is the claim that Area 51 did not exist in 1954, and therefore the Manual must be a fake. Interestingly, early responses to the SOM 1-01 by the Air Force that claimed it to be a fake had the paragraph discussing this issued blacked out, as if it was still so sensitive they didn't want to touch the topic. Actually, there is evidence that this facility was started in 1951, probably for the express purpose of having a good place to send the EBEs recovered. We have a copy of the *Las Vegas Review-Journal* for January 5, 1951, describing a massive construction project near Indian Springs of $300 million 1951 dollars. This is easily enough money to build this kind of a complex. Furthermore, accompanying the article was the testimony of a local witness of the time who described the large number of construction actions going on at the time.

The fourth challenge was that the description of the vehicles included details on the shapes and lengths with precision not possible with the 1950s kind of dish radars. Two of the shapes (cigars, triangles) specifically referred to radar as the source of the size and shape data. Although dish radar puts out a rather wide-angle beam, the returns from the target are quite precise in time (and thus, distance), although angles are poorly estimated. The return from the nose of the object provides the mark at one end, and the last return before the signal drops is the end of the vehicle. Therefore, if you have several measurements, especially if you do not ignore the obvious visual information, one can make quite good estimates of size. Furthermore, the critics assume that these measurements are using ground-based radar. Aircraft had radar, too, and could have measured lengths with great accuracy. There is no reason to doubt the sizes and shapes reported in the Manual.

The final challenge was that the "Restricted" caveat on the cover page is not consistent with the use of Top Secret. Although the classification of Restricted at one time existed and was lower than Confidential, it was eliminated in about 1953. The word "restricted" can have a generic meaning, too—access to this information is restricted to those who have both the clearance and the need to know. While this is officially true, the publisher of the Manual clearly thought about

making it very clear that this Manual was to have extremely limited distribution. Examples of the use of restricted together with Top Secret exist. One great example is a July 14, 1954 memo from Cutler to Twining, changing the arrangements for an MJ-12 Special Studies Project meeting of the National Security Council. This memo came from the National Archives and is one of the few archival confirmations of the existence of MJ-12. Its classification is "Top Secret Restricted Security Information."

Other critics have shot at the authenticity early and often, but hardly a single critic has ever asked for a high quality copy of the Manual. Critics claim that if the evidence is not available in the archives, this suggests that it does not exist. It is well known that the archives have a declassification procedure that is charged with not releasing information that would be unfavorable to National Security. It should be evident to anyone that if the Government really wants to keep a secret, they would have no compunction about lying about the existence (or non-existence) of documents. Even "making them disappear" would clearly be expected.

In the history of questioned documents, one can only establish a trail of evidence pointing to fakery. One cannot prove they are genuine, but one can prove they are fake, using the techniques outlined earlier. Therefore, the onus is on him who claims "fake" to find the evidence for fakery, rather than to say, "You haven't proved them to be authentic." Failing all the tests for fakery is about as close as you can come to proving authenticity. All the claims for fakery fail the tests for the SOM1-01

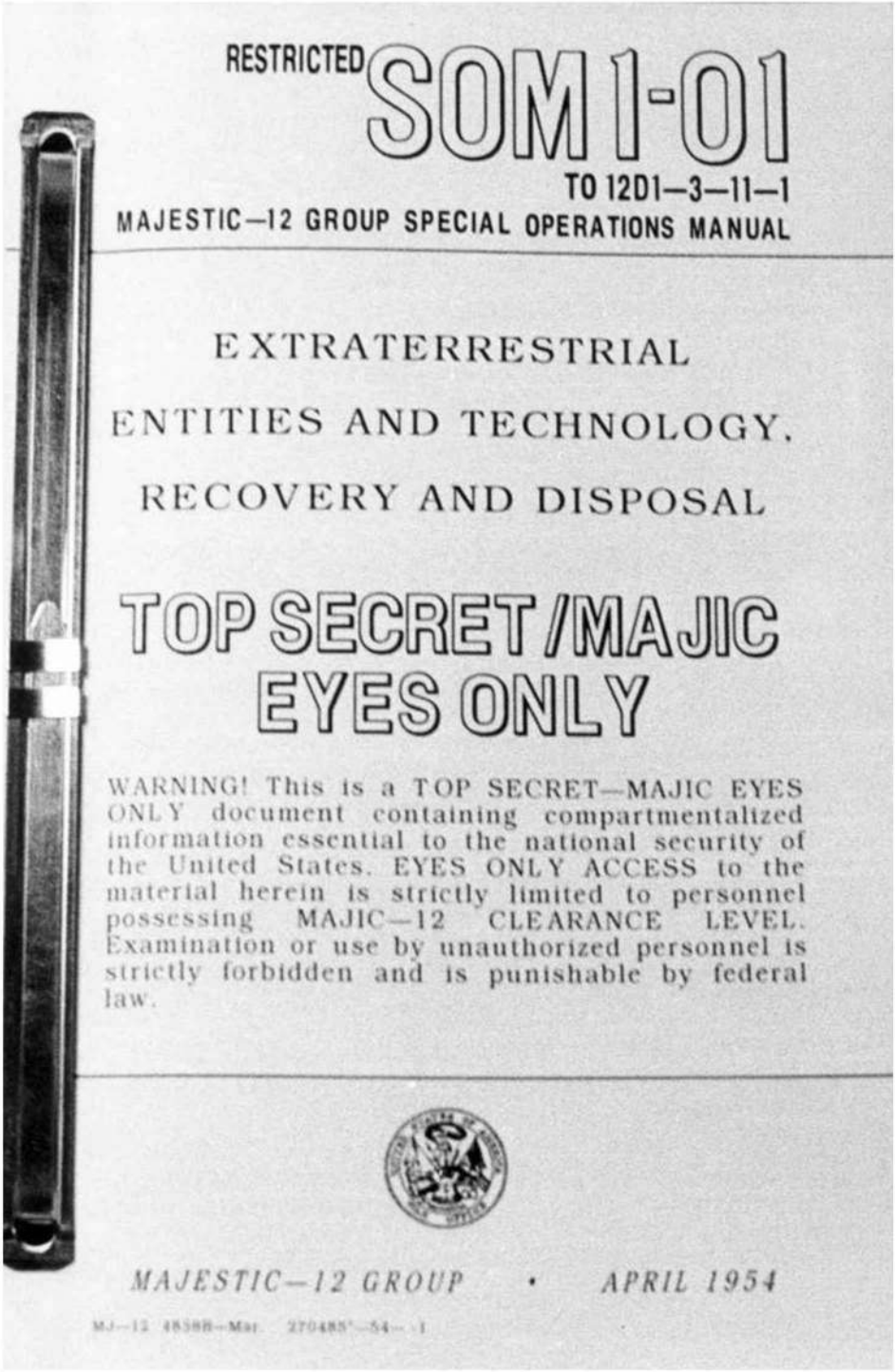
All these exposures to claims of fakery have led me to create a summary list of phony claims of fakery:

- "Government says they are fake"
- "There is no provenance"
- "Archives cannot locate them"
- "Anything can be faked today"
- "Content is the theme of science fiction"
- "Such secrets would have leaked out"
- "Why would governments keep ET life secret?"

There are two major clinchers, however, for the fact that the SOM 1-01 Manual was printed in 1954. The first is the etymology or word usage for that decade that does not apply later on. Kraft (tape) was capitalized. Screw driver was two words, and First Aid was initial caps. Now they are kraft tape, screwdriver and first aid. This use of the proper language for the time is extremely powerful. The second clincher is the fact that a careful inspection of the text shows that the lower case text font was Monotype Modern, used on hot lead printing presses. Sometimes some of the "z"s would not seat properly because they were so seldom used, and the "z" would be raised in the text. Our copy has three raised "z"s, telltale evidence of the use of a hot lead printing press. Knowing to fake such an anomaly and

then actually faking it with software available before 1994 are virtually impossible. These clinchers are called "zingers" and essentially make the SOM 1-01 a rock solid production of circa 1954.

Dr. Robert Wood
Newport Beach, CA
August 2005



RESTRICTED

SOM 1-01

TO 12D1–3–11–1

MAJESTIC–12 GROUP SPECIAL OPERATIONS MANUAL

EXTRATERRESTRIAL ENTITIES AND TECHNOLOGY, RECOVERY AND DISPOSAL

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MAJESTIC–12 GROUP • APRIL 1954

MJ–12 4858B–Mar 270485'–54–1

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35	1595/10NOV54	MJ/04	EWL	1015/11NOV54	EWL
18.19	1425/08FEB55	MJ/01	EWL	0800/10FEB55	EWL
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5.20	0959/03JUL55	MJ/04	EWL	0830/12JUL55	EWL
5.6	1304/10MAY56	MJ/04	JRT	0900/14MAY56	JRT
17-19	1050/16AUG56	MJ/04	JRT	1635/16AUG56	JRT
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Special Operations Manual
No. 1 - 01

MAJESTIC — 12 GROUP
Washington 25, D. C., *7 April 1954*

EXTRATERRESTRIAL ENTITIES AND TECHNOLOGY, RECOVERY AND DISPOSAL

		Paragraphs	*Page*
CHAPTER 1.	OPERATION MAJESTIC—12		
Section 1.	Project purpose and goals	1-5	2
CHAPTER 2.	INTRODUCTION		
Section I.	General	6,7	4
II.	Definition and data	8-11	4
CHAPTER 3.	RECOVERY OPERATIONS		
Section I.	Security	12,13	8
II.	Technology recovery	14-19	9
CHAPTER 4.	RECEIVING AND HANDLING		
Section I.	Handling upon receipt of material	20	15
CHAPTER 5.	EXTRATERRESTRIAL BIOLOGICAL ENTITIES		
Section I.	Living organisms	21-24	17
II.	Non-living organisms	25,26	18
CHAPTER 6.	GUIDE TO UFO IDENTIFICATION		
Section I.	UFOB guide	27-29	21
II.	Identification criteria	30-35	22
III.	Possible origins	36,37	26
Appendix I.	REFERENCES	.....	28
Appendix Ia.	FORMS	.....	29
Appendix II.	MAJIC—12 GROUP PERSONNEL	.....	30
Appendix III.	PHOTOGRAPHS	.....	31

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CHAPTER 1

OPERATION MAJESTIC—12

Section I. PROJECT PURPOSE AND GOALS

1. Scope

This manual has been prepared especially for Majestic—12 units. Its purpose is to present all aspects of Majestic—12 so authorized personnel will have a better understanding of the goals of the Group, be able to more expertly deal with Unidentified Flying Objects, Extraterrestrial Technology and Entities, and increase the efficiency of future operations.

2. General

MJ—12 takes the subject of UFOBs, Extraterrestrial Technology and Extraterrestrial Biological Entities very seriously and considers the entire subject to be a matter of the very highest national security. For that reason everything relating to the subject has been assigned the very highest security classification. Three main points will be covered in this section.

a. The general aspects of MJ—12 to clear up any misconceptions that anyone may have.

b. The importance of the operations.

c. The need for absolute secrecy in all phases of operation.

3. Security Classification

All information relating to MJ—12 has been classified MAJIC EYES ONLY and carries a security level 2 points above that of Top Secret. The reason for this has to do with the consequences that may arise not only from the impact upon the public should the existence of such matters become general knowledge, but also the danger of having such advanced technology as has been recovered by the Air Force fall into the hands of unfriendly foreign powers. No information is released to the public press and the official government position is that no special group such as MJ—12 exists.

4. History of the Group

Operation Majestic—12 was established by special classified presidential order on 24 September 1947 at the recommendation of Secretary of Defense James V. Forrestal and Dr. Vannevar Bush, Chairman of the Joint Research and Development Board. Operations are carried out under a Top Secret Research and Development - Intelligence Group directly responsible only to the President of the United States. The goals of the MJ—12 Group

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are as follows:

a. The recovery for scientific study of all materials and devices of a foreign or extraterrestrial manufacture that may become available. Such material and devices will be recovered by any and all means deemed necessary by the Group.

b. The recovery for scientific study of all entities and remains of entities not of terrestrial origin which may become available through independent action by those entities or by misfortune or military action.

c. The establishment and administration of Special Teams to accomplish the above operations.

d. The establishment and administration of special secure facilities located at secret locations within the continental borders of the United States for the receiving, processing, analysis, and scientific study of any and all material and entities classified as being of extraterrestrial origin by the Group of the Special Teams.

e. Establishment and administration of covert operation to be carried out in concert with Central Intelligence to effect the recovery for the United States of extraterrestrial technology and entities which may come down inside the territory of or fall into the possession of foreign powers.

f. The establishment and maintenance of absolute top secrecy concerning all the above operations.

5. Current Situation

It is considered as far as the current situation is concerned, that there are few indications that these objects and their builders pose a direct threat to the security of the United States, despite the uncertainty as to their ultimate motives in coming here. Certainly the technology possessed by these beings far surpasses anything known to modern science, yet their presence here seems to be benign, and they seem to be avoiding contact with our species, at least for the present. Several dead entities have been recovered along with a substantial amount of wreckage and devices from downed craft, all of which are now under study at various locations. No attempt has been made by extraterrestrial entities either to contact authorities or to recover their dead counterparts of the downed craft, even though one of the crashes was the result of direct military action. The greatest threat at this time arises from the acquisition and study of such advanced technology by foreign powers unfriendly to the United States. It is for this reason that the recovery and study of this type of material by the United States has been given such a high priority.

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CHAPTER 2

INTRODUCTION

Section I. GENERAL

6. Scope

a. This operations manual is published for the information and guidance of all concerned. It contains information on determination, documentation, collection and disposition of debris, devices, craft, and occupants of such craft as defined as Extraterrestrial Technology or Extraterrestrial Biological Entities, EBEs in Section II of this chapter.

b. Appendix I-Ia contains a list of current references, including technical manuals and other available publications applicable to these operations.

c. Appendix II contains a list of personnel who comprise the Majestic-12 Group.

7. Forms and Records.

Forms used for reporting operations are listed in Appendix I.

Section II. DEFINITION AND DATA

8. General

Extraterrestrial Technology is defined as follows:

a. Aircraft identified as not manufactured in the United States or any terrestrial foreign powers, including experimental military or civilian aircraft. Aircraft in this category are generally known as Unidentified Flying Objects, or UFOBs. Such aircraft may appear as one of several shapes and configurations and exhibit extraordinary flight characteristics.

b. Objects and devices of unknown origin or function, manufactured by processes or of materials not consistent with current technology or scientific knowledge.

c. Wreckage of any aircraft thought to be of extraterrestrial manufacture or origin. Such wreckage may be the results of accidents or military action.

d. Materials that exhibit unusual or extraordinary characteristics not consistent with current technology or scientific knowledge.

Extraterrestrial Biological Entities (EBEs) are described as:

a. Creatures, humanoid or otherwise, whose evolutionary processes responsible for their development are demonstrably different from those postulated or observed in homo sapiens.

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9. Description of Craft

Documented extraterrestrial craft (UFOBs) are classified in one of four categories based on general shape, as follows:

a. Elliptical, or disc shape. This type of craft is of a metallic construction and dull aluminum in color. They have the appearance of two pie-pans or shallow dishes pressed together and may have a raised dome on the top or bottom. No seams or joints are visible on the surface, giving the impression of one-piece construction. Discs are estimated from 50-300 feet in diameter and the thickness is approximately 15 per cent of the diameter, not including the dome, which is 30 per cent of the disc diameter and extends another 4-6 feet above the main body of the disc. The dome may or may not include windows or ports, and ports are present around the lower rim of the disc in some instances. Most disc-shaped craft are equipped with lights on the top and bottom, and also around the rim. These lights are not visible when the craft is at rest or not functioning. There are generally no visible antenna or projections. Landing gear consists of three extendible legs ending in circular landing pads. When fully extended this landing gear supports the main body 2-3 feet above the surface at the lowest point. A rectangular hatch is located along the equator or on the lower surface of the disc.

b. Fuselage or cigar shape. Documented reports of this type of craft are extremely rare. Air Force radar reports indicate they are approximately 2 thousand feet long and 95 feet thick, and apparently they do not operate in the lower atmosphere. Very little information is available on the performance of these craft, but radar reports have indicated speeds in excess of 7,000 miles per hour. They do not appear to engage in the violent and erratic maneuvers associated with the smaller types.

c. Ovoid or circular shape. This type of craft is described as being shaped like an ice cream cone, being rounded at the large end and tapering to a near-point at the other end. They are approximately 30-40 feet long and the thick end diameter is approximately 20 per cent of the length. There is an extremely bright light at the pointed end, and this craft usually travels point down. They can appear to be any shape from round to cylindrical, depending upon the angle of observation. Often sightings of this type of craft are elliptical craft seen at an inclined angle or edge-on.

d. Airfoil or triangular shape. This craft is believed to be new technology due to the rarity and recency of the observations. Radar indicates an isosceles triangle profile, the longest side being nearly 300 feet in length. Little is known about the performance of these craft due to the rarity of good sightings, but they are believed capable of high speeds and abrupt maneuvers similar to or exceeding the performance attributed to types "a" and "c".

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10. Description of Extraterrestrial Biological Entities (EBEs)

Examination of remains recovered from wreckage of UFOBs indicates that Extraterrestrial Biological Entities may be classified into two distinct categories as follows:

a. EBE Type I. These entities are humanoid and might be mistaken for human beings of the Oriental race if seen from a distance. They are bi-pedal, 5-5 feet 4 inches in height and weigh 80-100 pounds. Proportionally they are similar to humans, although the cranium is somewhat larger and more rounded. The skin is a pale, chalky-yellow in color, thick, and slightly pebbled in appearance. The eyes are small, wide-set, almond-shaped, with brownish-black irises with very large pupils. The whites of the eyes are not like that of humans, but have a pale gray cast. The ears are small and set low on the skull. The nose is thin and long, and the mouth is wider than in humans, and nearly lipless. There is no apparent facial hair and very little body hair, that being very fine and confined to the underarm and the groin area. The body is thin and without apparent body fat, but the muscles are well-developed. The hands are small, with four long digits but no opposable thumb. The outside digit is jointed in a manner as to be nearly opposable, and there is no webbing between the finger as in humans. The legs are slightly but noticeably bowed, and the feet are somewhat splayed and proportionally large.

b. EBE Type II. These entities are humanoid but differ from Type I in many respects. They are bi-pedal, 3 feet 5 inches - 4 feet 2 inches in height and weight 25-50 pounds. Proportionally, the head is much larger than humans or Type I EBEs, the cranium being much larger and elongated. The eyes are very large, slanted, and nearly wrap around the side of the skull. They are black with no whites showing. There is no noticeable brow ridge, and the skull has a slight peak that runs over the crown. The nose consists of two small slits which sit high above the slit-like mouth. There are no external ears. The skin is a pale bluish-gray color, being somewhat darker on the back of the creature, and is very smooth and fine-celled. There is no hair on either the face or the body, and these creatures do not appear to be mammalian. The arms are long in proportion to the legs, and the hands have three long, tapering fingers and a thumb which is nearly as long as the fingers. The second finger is thicker than the others, but not as long as the index finger. The feet are small and narrow, and four toes are joined together with a membrane.

It is not definitely known where either type of creature originated, but it seems certain that they did not evolve on earth. It is further evident, although not certain, that they may have originated on two different planets.

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11. Description of Extraterrestrial Technology

The following information is from preliminary analysis reports of wreckage collected from crash sites of extraterrestrial craft 1947-1953, excerpts from which are quoted verbatim to provide guidance as to the type of characteristics of material that might be encountered in future recovery operations.

a. Initial analysis of the debris from the crash site seems to indicate that the debris is that of an extraterrestrial craft which exploded from within and came into contact with the ground with great force, completely destroying the craft. The volume of matter indicates that the craft was approximately the size of a medium aircraft, although the weight of the debris indicates that the craft was extremely light for its size.

b. Metallurgical analysis of the bulk of the debris recovered indicates that the samples are not composed of any materials currently known to Terrestrial science.

c. The material tested possesses great strength and resistance to heat in proportion to its weight and size, being stronger by far than any materials used in military or civilian aircraft at present.

d. Much of the material, having the appearance of aluminum foil or aluminum-magnesium sheeting, displays none of the characteristics of either metal, resembling instead some kind of unknown plastic-like material.

e. Solid structures and substantial beams having a distinct similarity in appearance to very dense grain-free wood, was very light in weight and possesses tensile and compression strength not obtainable by any means known to modern industry.

f. None of the material tested displayed measurable magnetic characteristics or residual radiation.

g. Several samples were engraved or embossed with marks and patterns. These patterns were not readily identifiable and attempts to decipher their meaning has been largely unsuccessful.

h. Examination of several apparent mechanical devices, gears, etc. revealed little or nothing of their functions or methods of manufacture.

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CHAPTER 3

RECOVERY OPERATIONS

Section I. SECURITY

12. Press Blackout

Great care must be taken to preserve the security of any location where Extraterrestrial Technology might be retrievable for scientific study. Extreme measures must be taken to protect and preserve any material or craft from discovery, examination, or removal by civilian agencies or individuals of the general public. It is therefore recommended that a total press blackout be initiated whenever possible. If this course of action should not prove feasible, the following cover stories are suggested for release to the press. The officer in charge will act quickly to select the cover story that best fits the situation. It should be remembered when selecting a cover story that official policy regarding UFOBs is that they do not exist.

a. Official Denial. The most desirable response would be that nothing unusual has occurred. By stating that the government has no knowledge of the event, further investigation by the public press may be forestalled.

b. Discredit Witnesses. If at all possible, witnesses will be held incommunicado until the extent of their knowledge and involvement can be determined. Witnesses will be discouraged from talking about what they have seen, and intimidation may be necessary to ensure their cooperation. If witnesses have already contacted the press, it will be necessary to discredit their stories. This can best be done by the assertion that they have either misinterpreted natural events, are the victims of hysteria or hallucinations, or are the perpetrators of hoaxes.

c. Deceptive Statements. It may become necessary to issue false statements to preserve the security of the site. Meteors, downed satellites, weather balloons, and military aircraft are all acceptable alternatives, although in the case of the downed military aircraft statement care should be exercised not to suggest that the aircraft might be experimental or secret, as this might arouse more curiosity of both the American and the foreign press. Statements issued concerning contamination of the area due to toxic spills from trucks or railroad tankers can also serve to keep unauthorized or undesirable personnel away from the area.

13. Secure the Area

The area must be secured as rapidly as possible to keep unauthorized personnel from infiltrating the site. The officer in charge will set up a perimeter and establish a command post inside the perimeter. Personnel allowed

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on the site will be kept to the absolute minimum necessary to prepare the craft or debris for transport, and will consist of Military Security Forces.

Local authorities may be pressed into service on traffic and crowd control. *Under no circumstances* will local official or law enforcement personnel be allowed inside the perimeter and all necessary precautions should be taken to ensure that they do not interfere with the operation.

a. Perimeter. It is desirable that sufficient military personnel be utilized to set up a perimeter around the site large enough to keep both unauthorized personnel and the perimeter personnel from seeing the site. Once the site is contained, regular patrols will be set up along the perimeter to assure complete security, and electronic surveillance will be utilized to augment the patrols. Perimeter personnel will be equipped with hand communication and automatic weapons with live ammunition. Personnel working at the site will carry sidearms. No unauthorized personnel will be allowed into the secure area.

b. Command Post. Ideally, the command post should be as close to the site as is practical to efficiently coordinate operations. As soon as the command post is operational, contact with the Majestic—12 Group will be established via secure communications.

c. Area Sweep. The site and the surrounding area will be cleared of all unauthorized personnel. Witnesses will be debriefed and detained for further evaluation by MJ—12. *Under no circumstances* will witnesses be released from custody until their stories have been evaluated by MJ—12 and they have been thoroughly debriefed.

c. Situation Evaluation. A preliminary evaluation of the situation will be completed and a preliminary report prepared. The MJ—12 Group will then be briefed on the situation at the earliest possible opportunity. The MJ—12 Group will then make a determination as to whether or not a MJ—12 RED TEAM or OPNAC Team will be dispatched to the area.

Section II. TECHNOLOGY RECOVERY

14. Removal And Transport

As soon as communication is established, removal and transport of all materiel will commence under order from MJ—12.

a. Documentation. If the situation permits, care should be taken to document the area with photographs before anything is moved. The area will be checked for radiation and other toxic agents. If the area cannot be kept secure for an extended period of time, all material must be packed and transported as quickly as possible to the nearest secure military facility. This will be accomplished by covered transport using little-traveled roads wherever possible.

b. Complete or Functional Craft. Craft are to be approached with extreme caution if they appear functional, as serious injury may result from exposure

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to radiation and electrical discharges. If the craft is functioning, but appears to be abandoned, it may be approached only by specially trained MJ—12 RED TEAM personnel wearing protective clothing. Any device that seems to be functioning should also be left to MJ—12 RED TEAM disposal. Complete craft and parts of crafts too large to be transported by covered transport will be disassembled, if this can be accomplished easily and quickly. If they must be transported whole, or on open flatbed trailers, they will be covered in such a manner as to camouflage their shape.

c. Extraterrestrial Biological Entities. EBEs must be removed to a top security facility as quickly as possible. Great care should be taken to prevent possible contamination by alien biological agents. Dead EBEs should be packed in ice at the earliest opportunity to preserve tissues. Should live EBEs be encountered, they should be taken into custody and removed to a top security facility by ambulance. Every effort should be taken to ensure the EBEs survival. Personnel involvement with EBEs alive or dead must be kept to an absolute minimum. (See Chapter 5 for more detailed information dealing with EBEs.)

15. Cleansing the Area

Once all material has been removed from the central area, the immediate area will be thoroughly inspected to make sure that all traces of Extraterrestrial Technology have been removed. In the case of a crash, the surrounding area will be thoroughly gone over several times to ensure that nothing has been overlooked. The search area involved may vary according to local conditions, at the discretion of the officer in charge. When the officer in charge is satisfied that no further evidence of the event remains at the site, it may be evacuated.

16. Special or Unusual Conditions

The possibility exists that extraterrestrial craft may land or crash in heavily populated areas, where security cannot be maintained or were large segments of the population and the public press may witness these events. Contingency Plan MJ—1949-04P / 78 (TOP SECRET-EYES ONLY) should be held in readiness should the need to make a public disclosure become necessary.

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17. Extraterrestrial Technology Classification Table

No.	Item	Description or condition	MJ—12 Code	Receiving Facility
1	Aircraft.	Intact, operational, or semi-intact aircraft of Extraterrestrial design and manufacture.	UA-002-6	Area 51 S-4
2	Intact device.	Any mechanical or electronic device or machine which appears to be undamaged and functional.	ID-301-F	Area 51 S-4
3	Damaged device.	Any mechanical or electronic device or machine which appears to be damaged but mostly complete.	DD-303N	Area 51 S-4
4	Powerplant.	Devices and machines or fragments which are possible propulsion units, fuel and associated control devices and panels.	PD-40-8G	Area 51 S-4
5	Identified fragments.	Fragments composed of elements or materials easily recognized as known to current science and technology, i.e., aluminum, magnesium, plastic, etc.	IF-101-K	Area 51 S-4
6	Unidentified fragments.	Fragments composed of elements or materials not known to current science and technology and which exhibit unusual or extraordinary characteristics.	UF-103-M	Area 51 S-4
7	Supplies and provisions.	Non-mechanical or non-electronic materials of a support nature such as clothing, personal belongings, organic ingestibles, etc.	SP-331	Blue Lab WP-61
8	Living entity.*	Living non-human organisms in apparent good or reasonable health.	EBE-010	OPNAC BBS-01
9	Non-living entity.	Deceased non-human organisms or portions of organisms, organic remains and other suspect organic matter.	EBE-XO	Blue Lab WP-61
10	Media.	Printed matter, electronic recordings, maps, charts, photographs and film.	MM-54A	Building 21 KB-88
11	Weapons.	Any device or portion of a device thought to be offensive or defensive weaponry.	WW-010	Area 51 S-4

**Living entity must be contained in total isolation pending arrival of OPNAC personnel*

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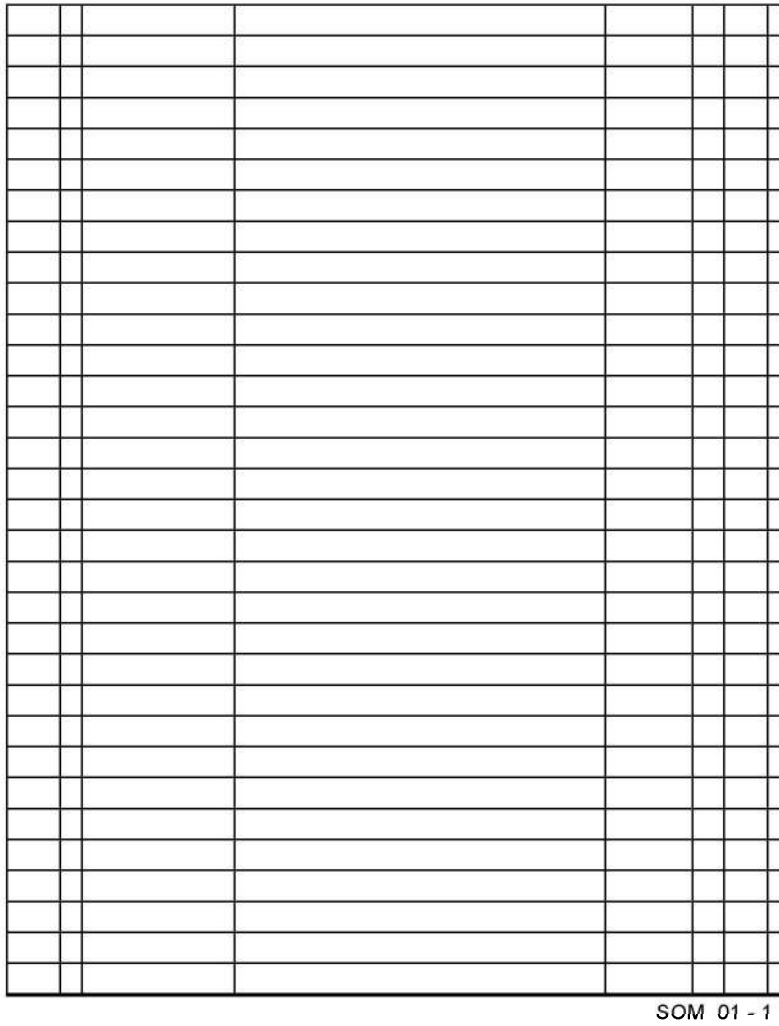
18. Use of Inventory System

a. The identification is performed as a duty of the officer making an inventory of the Extraterrestrial Technology or entities with the assistance of MJ Forms 1-006 and 1-007. (See p. 9) Instructions for the use of each form appear on the reverse side of the form.



SOM 01 - 1

Figure 1 MJ Form 1-006

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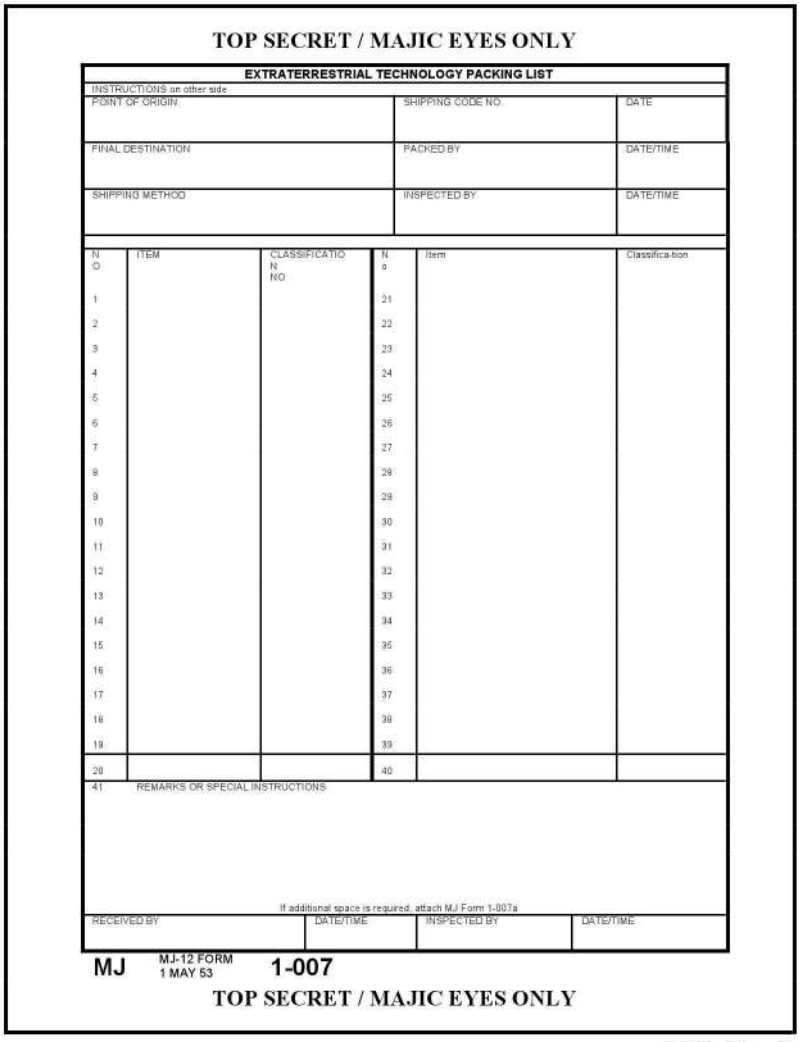

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EXTRATERRESTRIAL TECHNOLOGY PACKING LIST

INSTRUCTIONS on other side

POINT OF ORIGIN	SHIPPING CODE NO.	DATE
FINAL DESTINATION	PACKED BY	DATE/TIME
SHIPPING METHOD	INSPECTED BY	DATE/TIME

NO	ITEM	CLASSIFICATION NO	NO	Item	Classifica-tion
1			21		
2			22		
3			23		
4			24		
5			25		
6			26		
7			27		
8			28		
9			29		
10			30		
11			31		
12			32		
13			33		
14			34		
15			35		
16			36		
17			37		
18			38		
19			39		
20			40		

41 REMARKS OR SPECIAL INSTRUCTIONS

If additional space is required, attach MJ Form 1-007a

RECEIVED BY	DATE/TIME	INSPECTED BY	DATE/TIME

MJ MJ-12 FORM 1 MAY 53 1-007

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SOM 01 - 2

Figure 2. MJ Form 1-007

19. Packaging and Packing Data

a. Domestic Shipment. Individual items are tagged and wrapped in a moisture-vaporproof barrier and heat sealed. They are then placed in a corrugated fiberboard box. The voids within the box are packed thoroughly

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with a neutral cellulose wadding to prevent movement of the items. The box closure is sealed with gummed Kraft tape. MJ Form 1-007 is placed in a sealed manila envelope marked "MAJIC 12—ACCESS ONLY" and is firmly taped to the top of the box. The box is then cushioned at each corner and at the top and bottom with fiberboard inserts and is placed within a large corrugated fiberboard box. The entire outer box closure is sealed with gummed Kraft tape. A label is affixed to the outer box bearing the following information: destination, shipping code number, and the warning, "MAJIC—12 ACCESS ONLY."

b. Overseas Shipment. Items are packaged as described above except that a dessicant and humidity indicator are included within the inner corrugated fiberboard box. Next, the box is wrapped in a moisture-vaporproof barrier and heat sealed. Then, packaged items are placed within a second waterproof carton sealed with waterproof tape. This second carton is marked "MAJIC—12 ACCESS ONLY" on all sides and is placed within a water-grease-proof lined wooden shipping container. The lining is sealed with water proof tape and the wooden shipping container is screwed shut. The shipping container is reinforced further by nailing two [3/4]-inch metal caps about 8 inches from each end. Shipping information is then stenciled on the surface of the wooden shipping container.

Note. The packaging and packing procedure detailed above applies to non-organic items only. Data for handling, packaging, packing, and shipping of organic matter and non-living entities is provided in Chapter 5, Section II of this manual.

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CHAPTER 4

RECEIVING AND HANDLING

Section 1. HANDLING UPON RECEIPT OF MATERIAL

20. Uncrating, Unpacking And Checking

(fig. 3)

Note. The uncrating, unpacking and checking procedure for containers marked "MAJIC—12 ACCESS ONLY" will be carried out by personnel with MJ—12 clearance. Containers marked in this manner will be placed in storage in a top security area until such time as authorized personnel are available for these procedures.

a. Be very careful when uncrating and unpacking the material. Avoid thrusting tools into the interior of the shipping container. Do not damage the packaging materials any more than is absolutely necessary to remove the specimens, these materials may be required for future packaging. Stow the interior packaging material within the shipping container. When uncrating and unpacking the specimens, follow the procedure given in (1) through (11) below:

(1) Unpack the specimens in a top security area to prevent access of unauthorized personnel.
(2) Cut the metal wires with a suitable cutting tool, or twist them with pliers until the straps crystallize and break.
(3) Remove screws from the top of the shipping container with a screw driver.
(4) Cut the tape and seals of the case liner so that the waterproof paper will be damaged as little as possible.
(5) Lift out the packaged specimens from the wooden case.
(6) Cut the tape which seals the top flaps of the outer cartons; be careful not to damage the cartons.
(7) Cut the barrier along the top heat sealed seam and carefully remove the inner carton.
(8) Remove the sealed manila envelope from the top of the inner carton.
(9) Open the inner carton and remove the fiberboard inserts, dessicant and humidity indicator.
(10) Lift out the heat sealed packaging containing the specimens; arrange them in an orderly manner for inspection.
(11) Place all packaging material in the shipping container for use in future repacking.

b. Thoroughly check all items against the shipping documents. Carefully

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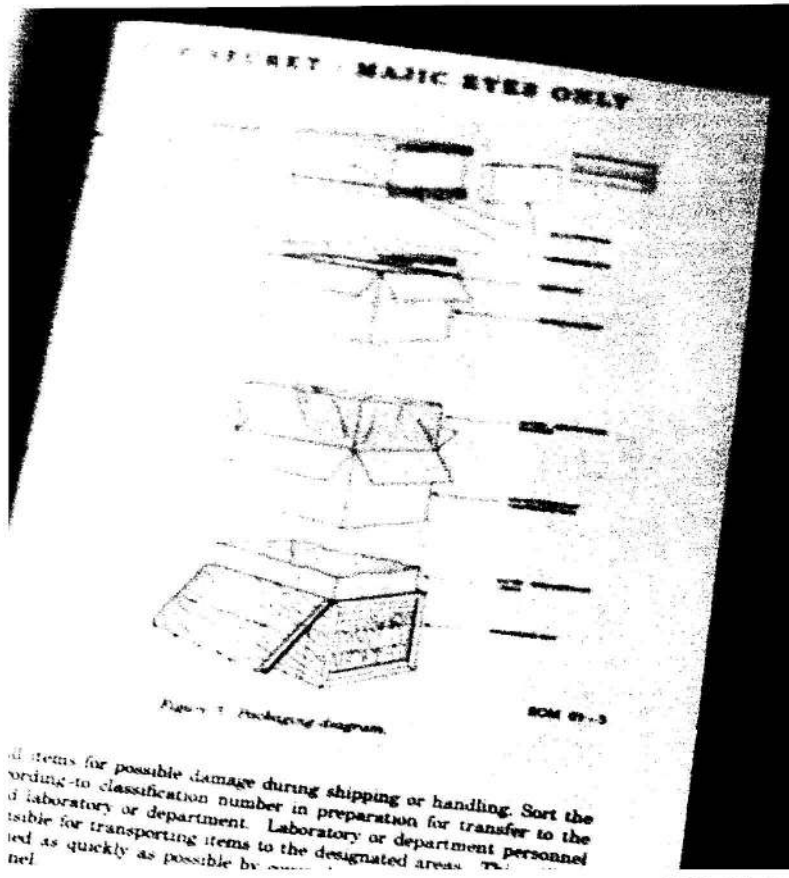

Figure 3. Packaging diagram.

inspect all items for possible damage during shipping or handling. Sort the items according to classification number in preparation for transfer to the designated laboratory or department. Laboratory or department personnel are responsible for transporting items to the designated areas. This will be accomplished as quickly as possible by covered transport escorted by security personnel.

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CHAPTER 5

EXTRATERRESTRIAL BIOLOGICAL ENTITIES

SECTION I. LIVING ORGANISMS

21. Scope

a. This section deals with encounters with living Extraterrestrial Biological Entities (EBEs). Such encounters fall under the jurisdiction of MJ-12 OPNAC BBS—01 and will be dealt with by this special unit only. This section details the responsibilities of persons or units making the initial contact.

22. General

Any encounter with entities known to be of extraterrestrial origin is to be considered to be a matter of national security and therefore classified TOP SECRET. Under no circumstance is the general public or the public press to learn of the existence of these entities. The official government policy is that such creatures do not exist, and that no agency of the federal government is now engaged in any study of extraterrestrials or their artifacts. Any deviation from this stated policy is absolutely forbidden.

23. Encounters

Encounters with EBEs may be classified according to one of the following categories:

a. Encounters initiated by EBEs. Possible contact may take place as a result of overtures by the entities themselves. In these instances it is anticipated that encounters will take place at military installation or other obscure locations selected by mutual agreement. Such meeting would have the advantage of being limited to personnel with appropriate clearance, away from public scrutiny. Although it is not considered very probable, there also exists the possibility that EBEs may land in public places without prior notice. In this case the OPNAC Team will formulate cover stories for the press and prepare briefings for the President and the Chiefs of Staff.

b. Encounters as the result of downed craft. Contact with survivors of accidents or craft downed by natural events or military action may occur with little or no warning. In these cases, it is important that the initial contact be limited to military personnel to preserve security. Civilian witnesses to the area will be detained and debriefed by MJ—12. Contact with EBEs by military personnel not having MJ—12 or OPNAC clearance is to be strictly limited to action necessary to ensure the availability of the EBEs for study by the OPNAC Team.

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24. Isolation and Custody

a. EBEs will be detained by whatever means are necessary and removed to a secure location as soon as possible. Precautions will be taken by personnel coming in contact with EBEs to minimize the risk of disease as a result of contamination by unknown organisms. If the entities are wearing space suits or breathing apparatus of some kind, care should be exercised to prevent damage to these devices. While all efforts should be taken to assure the well-being of the EBEs, they must be isolated from any contact with unauthorized personnel. While it is not clear what provisions or amenities might be required by non-human entities, they should be provided if possible. The officer in charge of the operation will make these determinations, as no guidelines now exist to cover this area.

b. Injured or wounded entities will be treated by medical personnel assigned to the OPNAC Team. If the team medical personnel are not immediately available, First Aid will be administered by Medical Corps personnel at the initial site. Since little is known about EBE biological functions, aid will be confined to the stopping of bleeding, bandaging of wounds and splinting of broken limbs. No medications of any kind are to be administered as the effect of terrestrial medications on non-human biological systems are impossible to predict. As soon as the injuries are considered stabilized, the EBEs will be moved by closed ambulance or other suitable conveyance to a secure location.

c. In dealing with any living Extraterrestrial Biological Entity, security is of paramount importance. All other considerations are secondary. Although it is preferable to maintain the physical well-being of any entity, the loss of EBE life is considered acceptable if conditions or delays to preserve that life in any way compromises the security of the operations.

d. Once the OPNAC Team has taken custody of the EBEs, their care and transportation to designated facilities become the responsibility of OPNAC personnel. Every cooperation will be extended to the team in carrying out duties. OPNAC Team personnel will be given TOP PRIORITY at all times regardless of their apparent rank or status. No person has the authority to interfere with the OPNAC Team in the performance of its duties by special direction of the President of the United States.

Section II. NON-LIVING ORGANISMS

25. Scope

Ideally, retrieval for scientific study of cadavers and other biological remains will be carried out by medical personnel familiar with this type of procedure. Because of security considerations, such collection may need to be done by non medical personnel. This section will provide guidance for retrieval, preservation, and removal of cadavers and remains in the field.

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26. Retrieval and Preservation.

a. The degree of decomposition of organic remains will vary depending on the length of time the remains have been lying in the open unprotected and may be accelerated by both local weather conditions and action by predators. Therefore, biological specimens will be removed from the crash site as quickly as possible to preserve the remains in as good a condition as possible. A photographic record will be made of all remains before they are removed from the site.

b. Personnel involved in this type of operation will take all reasonable precautions to minimize physical contact with the cadavers or remains being retrieved. Surgical gloves should be worn or, if they are not available, wool or leather gloves may be worn provided they are collected for decontamination immediately after use. Shovels and entrenching tools may be employed to handle remains provided caution is exercised to be certain no damage is done to the remains. Remains will be touched with bare hands only if no other means of moving them can be found. All personnel and equipment involved in recovery operations will undergo decontamination procedures immediately after those operations are have been completed.

c. Remains will be preserved against further decomposition as equipment and conditions permit. Cadavers and remains will be bagged or securely wrapped in waterproof coverings. Tarpaulins or foul weather gear may be used for this purpose if necessary. Remains will be refrigerated or packed with ice if available. All remains will be tagged or labeled and the time and date recorded. Wrapped remains will be placed on stretchers or in sealed containers for immediate removal to a secure facility.

d. Small detached pieces and material scraped from solid surfaces will be put in jars or other small capped containers if available. Containers will be clearly marked as to their contents and the time and date recorded. Containers will be refrigerated or packed with ice as soon as possible and removed to a secure facility.

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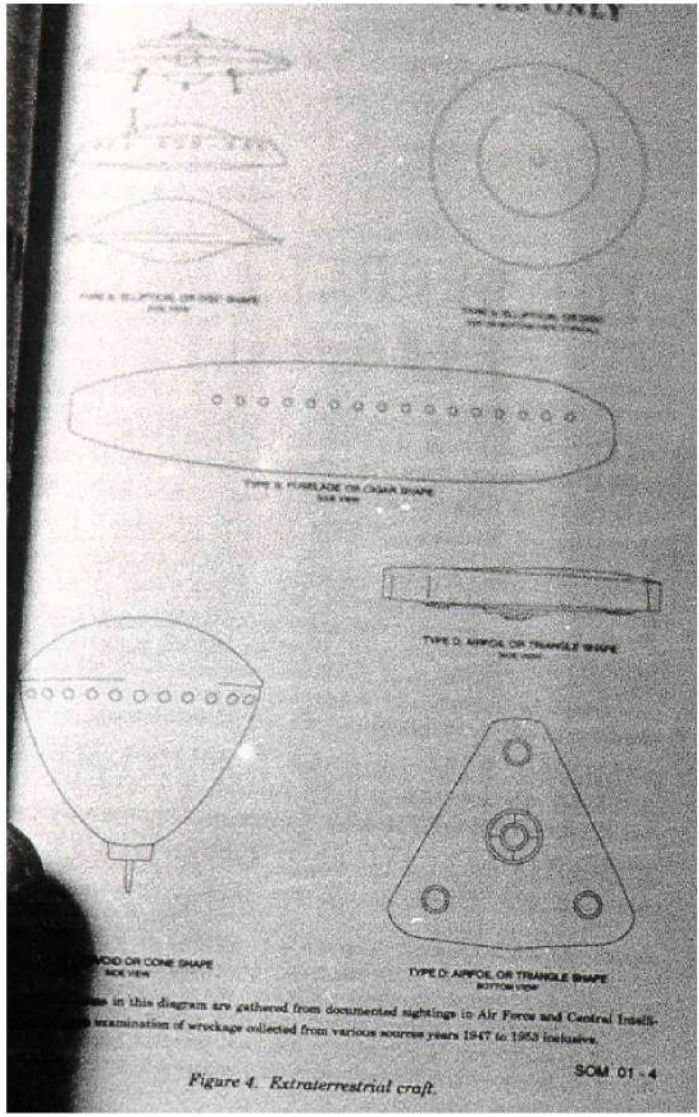
TYPE D. AIRFOIL OR TRIANGLE SHAPE
in this diagram are gathered from documented sightings in Air Force and Central Intelli-
examination of wreckage collected from various sources years 1947 to 1953 inclusive.
SOM 01 - 4
Figure 4. Extraterrestrial craft.

Note: Illustrations in this diagram are gathered from documented sightings in Air Force and Central Intelligence and from examination of wreckage collected from various sources years 1947-1953 inclusive.

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Figure 4. Extraterrestrial craft.

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CHAPTER 6

GUIDE TO UFO IDENTIFICATION

Section I UFOB GUIDE

27. Follow-up Investigations

A UFOB report is worthy of follow-up investigation when it contains information to suggest that positive identification with a well known phenomenon may be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherency and clarity of the data, that there is something of identification and / or scientific value. In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which concern sighting of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary. Special attention should be given to reports which give promise to a "fix" on the position and to those reports involving unusual trajectories.

28. Rules of Thumb

Every UFOB case should be judged individually but there are a number of "rules of thumb", under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

a. Duration of sighting. When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers con-cur on an unusual sighting of a few seconds duration, it should not be dis-missed.

b. Number of Persons Reporting the Sighting. Short duration sightings by single individuals are seldom worthy of follow-up. Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the latter case a position-fix is indicated.

c. Distance from Location of Sightings to Nearest Field Unit. Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the immediate operating vicinity of the squadron concerned. For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be con-

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sidered to have four times the importance (other things being equal) than one that is 300 miles away.

d. Reliability of Person or Persons Reporting. In establishing the necessity of follow-up investigation only "short term" reliability of individuals can be employed. Short term reliability is judged from the logic and coherency of the original report and by the age and occupation of the person. Particular attention should be given to whether the occupation involves observation reporting or technical knowledge.

e. Number of Individual Sightings Reported. Two completely individual sightings, especially when separated by a mile or more constitutes sufficient cause for follow-up, assuming previous criterion have hot been violated.

f. The Value of Obtaining Additional Information Immediately. If the information cannot be obtained within seven days, the value of such information is greatly decreased. It is of great value to obtain additional information immediately if previously stated criteria have been met. Often, if gathered quickly, two or three items (weather conditions, angular speed, changes in trajectory, duration, etc.) are sufficient for immediate evaluation. If investigation is undertaken after weeks or months the original observers cease to be of value as far as additional new information is concerned. Generally, late interrogation yields only bare repetition of facts originally reported plus an inability on the part of the observer to be objective.

g. Existence of Physical Evidence (Photographs Material, Hardware). In cases where any physical evidence exists, a follow-up should be made even if some of the above criteria have not been met.

29. Conclusion — UFOB Guide.

It is understood that all above criteria must be evaluated in terms of "common sense." The original report, from its working and clarity will almost always suggest to the reader whether there is any "paydirt" in the report.

Section II. IDENTIFICATION CRITERIA

30. General

When a UFO report meets, in large measure, the criteria projected in Section I and a follow-up investigation is instituted, then the interrogator should ask what physical object or objects might have served as the original stimulus for the report. The word "object" here includes optical phenomena such as reflections from clouds, sundogs, etc. Frequently one or perhaps two solutions will be immediately suggested by the nature of the report. The word "solution" cannot be used here in the scientific sense. A solution in UFOB work means that a hypothesis has been arrived at which appears to have the greatest probability of having given rise to the given report. Following is a group of hypotheses or examples which should prove helpful in arriving at solutions. A check should be made to see how many of the items are satis-

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fied by the report and how many are missing. An effort should be made to obtain any missing items as soon as possible. Each typical hypothesis is listed in a separate paragraph.

31. Aircraft

a. Shape. From conventional to circular or elliptical.

b. Size. Pinpoint to actual.

c. Color. Silver to bright yellow (night — black or color of lights).

d. Speed. Generally only angular speeds can be observed. This depends on distance but small objects crossing major portion of sky in less than a minute can be ruled out. Aircraft will not cross major portion of sky in less than a minute whereas a meteor certainly will.

e. Formation. Two to twenty. Numbers greater than 20 more likely birds than aircraft.

f. Trails. May or may not have (vapor and exhaust).

g. Sound. Zero to loud shrill or low depending on altitude.

h. Course. Steady, straight or gently curving (not erratic — may appear still if approaching head-on). Right angle turns and sudden reversals, changes in altitude ruled out. Note: Although report may indicate erratic course, if other items check, follow-up should proceed on basis of aircraft because of psychological tendencies of excited people to exaggerate course changes.

i. Time In Sight. More than 15 seconds, generally of the order of a minute or two.

j. Lighting Conditions. Night or Day.

k. Radar. Should show normal aircraft returns.

32. Balloons

a. Shape. Round to cigar or pinpoint.

b. Size. Balloons up to a hundred feet will generally appear from pinpoint to size of a pea held at armlength.

c. Color. Silver, white or many tints. It may possibly appear dark as when projected against the clouds.

d. Speed. Large scale erratic speed ruled out. In general, hovering to slow apparent speed.

e. Formation. Single to cluster.

f. Trail. None.

g. Sound. None.

h. Course. Straight with a general gradual ascent, unless falling.

i. Time in Sight. Generally long. Note: Balloon may suddenly burst and disappear.

j. Lighting conditions. Night or day but especially at sunset.

k. Radar. No return except when carrying sonde equipment.

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33. Meteor

a. Shape. Round to elongated.

b. Size. Pinpoint to size of moon.

c. Color. Flaming yellow with red, green or blue possible..

d. Speed. Crosses large portion of sky in few seconds except if coming head-on.

e. Formation. Generally single — can break into shower at end of trajectory. Occasionally (but rare) small groups.

f. Trail. At night almost always a luminous train which can persist as long as a half hour (rarely). Daytime meteors are much less frequently observed. In daytime, leaves a whitish to dark smoke trail.

g. Sound. None, although occasionally reported (believed psychological).

h. Course. Generally streaking downward, but not necessarily sharply downward. Can on rare occasion give impression of slight rise.

i. Time in Sight. Longest report about 30 seconds, generally less than 10.

j. Lighting conditions. Day or Night. Mostly night.

k. Radar. Return from meteor itself is highly improbably, however, the train left by a meteor, is a good radar reflector.

l. Other. An exceptionally bright meteor is called a fireball. These are rare but extremely spectacular and on occasion have been known to light surroundings to the brightness of daylight.

34. Stars or Planets

The planets, Venus, Mars, Jupiter, and Saturn are generally brighter than any star, but they twinkle very much less (unless very close to horizon). Stars twinkle as great deal and when near the horizon can give impression of flashing light in many colors.

a. Shape. Pinpoint — starlike.

b. Size. Never appreciable.

c. Color. Yellow with rainbow variations.

d. Speed. Stars apparent speeds carry them from east to west in the course of the night but they are often reported as erratic. The effect is psychological, most people being unable to consider a point as being stationary. Occasionally turbulence in the upper atmosphere can cause a star to appear to jump (rare) but somehow twinkling gives the impression of movement to many people.

Note: Just because the report sayes the light moves does note rule out the possiblity

of it being a star unless motion is from one part of sky to another relatively short time.

e. Formation. There are no clusters of very bright stars but faint stars are grouped in their familiar constellations. Note: a report of 4 or 5 bright clustering lights would rule out stars.

f. Trail. None.

g. Sound. None.

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h. Course. Always describe 24 hour circle around pole of sky from east to west.

i. Time in Sight. When clear, stars are always visible. Most stars rise or set during the course of the night. Stars low in western sky set within an hour or two. Stars in east, always go higher in sky.

j. Lighting conditions. Night — Twilight.

k. Radar. None.

35. Optical phenomena

This can cover a multitude of things. Original scanning of the report should be made to attempt to determine whether it more likely describes a material object or an optical phenomenon. Optical phenomena which have been reported as UFOBs run from reflections on clouds and layers of ice crystals (sundogs) to the many types of mirages. No one set of optical phenomena can be set down as representation for the whole class. There is no limit to the speed of optical phenomena. Reflections can travel from incredible speed, as in the case of a search-beacon on high clouds, to stationary. These cases if well reported will almost always warrant follow-up. Their variety and connection with upper atmospheric conditions make these observations especially valuable scientifically.

a. Shape. Generally round but can be elliptical or linear.

b. Size. Starlike to large luminous glow.

c. Color. Generally yellow.

d. Speed. Stationary to fantastic.

e. Formation. Any.

f. Trail. None.

g. Sound. None.

h. Course. Any.

i. Time in Sight. Any.

j. Lighting conditions. Day and night.

k. Radar. No return. In special cases radar response will occasionally have to do with unusual clouds, and meteorological phenomena such as described in Minnaert's book "Light and Color in the Open Air."

l. Other. One of the standard types is the "sundog." In this a large luminous halo is seen around the sun with one to four images of the sun placed along the halo circle at intervals of 90 degrees. Another report often has to do with a bright planet or even the moon shining through a light overcast. Mirages reflections are said to occur frequently when temperature inversions exists in the atmosphere. If an optical phenomena is suspected, routine check of the meteorological records should be made to establish whether such inversions existed.

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* *pages 26-27 and 29-31 were never leaked to the public.*

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The Government has declared that such a classification does not exist.

APPENDIX I

REFERENCES

For the availability of items listed, check SR 310-20-3, SR 310-20-4, SR 310-20-5 and SR 310-20-7.

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1. [Applicable] Regulations

AR 380-4	Military Security (Safeguarding Security Information).
AR 750-4	Maintenance of Supplies and Equipment, Maintenance Responsibilities and Shop Operation.

2. Supply

SR 725-405-5	Preparation and Submission of Requisitions for Supplies.

3. Other Publications

XX 219-20-3	Index of Training Manuals.
XX 310-20-4	Index of Technical Manuals, Technical Regulations, Technical Bulletins, Supply Bulletin Lubrications Orders, and Modification Work Orders.
XX 310-20-5	Index of Administrative Publications.
XX 310-20-7	Index of Tables of Organization and Equipment, Reduction Tables, Tables of Organization, Tables of Equipment, Type Tables of Distribution, and Tables of Allowance.

4. Test Equipment References

TM 11—664	Theory and Use of Electronic Test Equipment.

5. Photographic References

TM 11—404A	Photographic Print Processing Unit AN/TFQ-9.
TM 11—405	Processing Equipment PH—406.
TM 11—401	Elements of Signal Photography.
TM 11—2363	Darkroom PH—392.

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